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Telephone Harrison 571


Lipsey & Company
Receivers of
GRAIN — SEEDS
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Hooper Grain Co.
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1874 1914
Forty Years of Service in the
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MAKE A SPECIALTY OF CONSIGNMENTS
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If you have failed to find a logical connection
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will disclose the missing link.

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COMMISSION MERCHANTS
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MINNEAPOLIS

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GRAIN MERCHANTS

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SURPLUS	5,000,000.00
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Daniel McCaffrey's Sons Co.
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Refer to Washington Trust Co., or any bank in city.

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Will handle your consignments on regular terms, or buy outright

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Car or mixed-car lots
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Elevator of reinforced concrete con-
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Situated on Pennsylvania Lines.

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Each sheet is headed "Board of Trade Quotations for Week Commencing Monday..... 19..." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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Maybe you are satisfied with your present connections here, but so often old associates grow rusty and feel they have your business clinched. Try us and compare our work to any house here, is all we ask.

Wheat, Corn, Oats and Hay Our Specialty

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Over twenty years active experience in the business.

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"Fastest Growing Commission House in U. S."
Can handle your Consignments at St. Louis
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Write us for full
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St. Louis Markets

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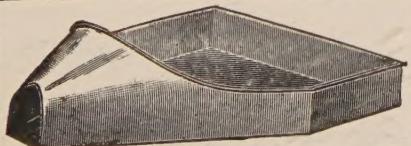
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Made of Aluminum, strong, light and well made
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Is a Splendidly Equipped Market

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J. V. LAUER & CO.
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20 Years Experience in assembling and
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Quick Returns to all. Ask for Our Bids

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"The top o' the market to you."

Established 1865
J. S. LAPHAM & CO.
GRAIN AND COMMISSION MERCHANTS
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DAVENPORT

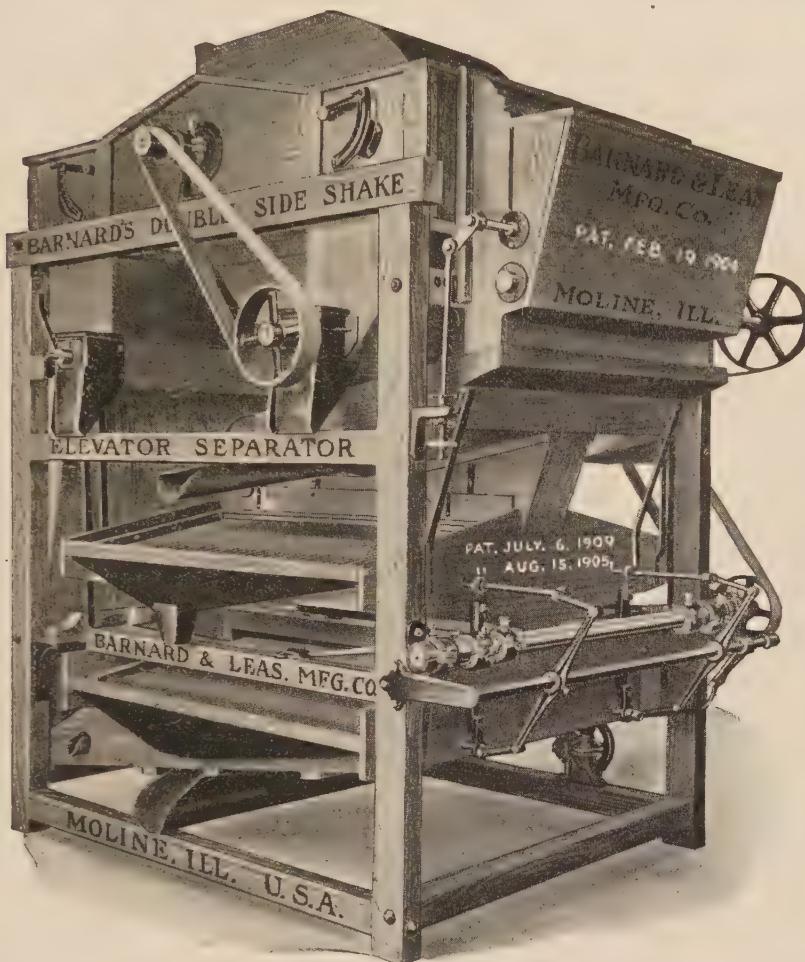
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GRIFFITH GRAIN CO.
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DAVENPORT ELEVATOR CO.
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The Favorite Machine of Your Sons, Fathers and Grandfathers



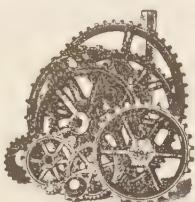
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Counterbalanced and adjustable sieves. Adjustable and self-oiling eccentrics. Clean floors and cold bearings. Dust proof, mechanically oiled bearings. Double aspirations. Effective settling chambers that rival a dust collector in efficiency. A sieve cleaning device that works underneath the sieves and lifts the clogged material out. Scientifically designed fan and suction legs, maintaining a steady, controllable, pulseless pull of air through the wheat.

Always modern and reliable, these machines have always been the choice of up-to-date millers.

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MILL BUILDERS AND
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

Can we favor you with a copy of our Handy
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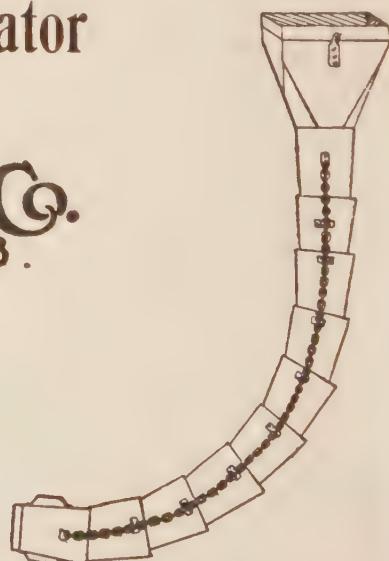
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Adjustable. All sizes.



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Best material. Made in any size.

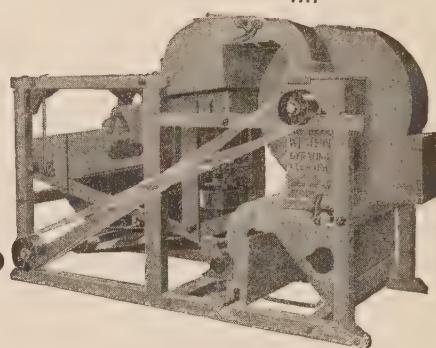
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But you have protected your estate against that certainty
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Policies cover loss of time, due to break-down, for no longer time than it takes a wire to get from you to us, and the express to carry the part or equipment to you from us, leaving the same day you wire us of course.

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beats anything you ever used

Rotating motion, slow speed
and perfect balance.

Two fans working independent
of each other.

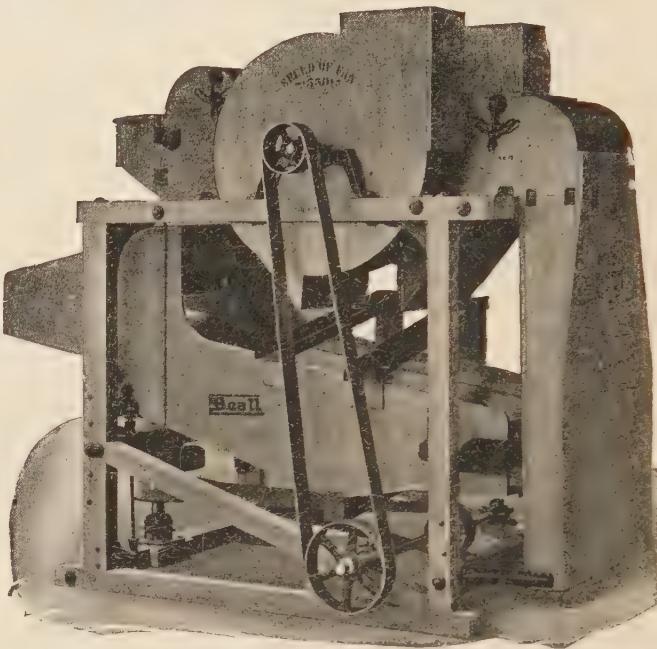
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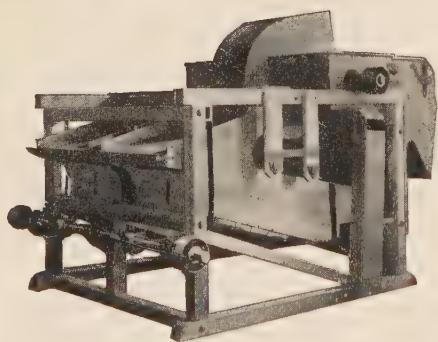
The Beall Improvements Co., Inc.

Rotating Warehouse & Elevator Separator



Decatur, Illinois

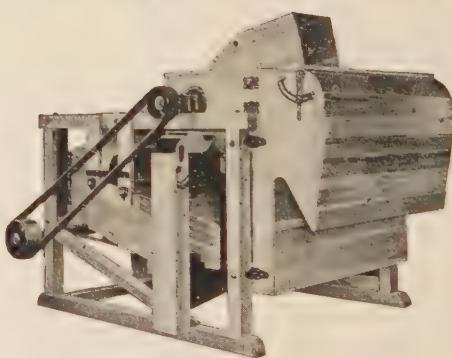
The EUREKA CRACKED CORN GRADER



FRONT VIEW—Showing Self Balancing Sieves

SAVES TIME
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BETTER WORK

A highly profitable
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The growing need for higher economy and greater durability is making more common the use of perfected details which a short time ago would have been considered extravagant.

A few years ago automatic sieve cleaners, self-oiling eccentrics and ball bearings were considered luxuries, but the modern tendency toward high efficiency now demands these things, hence the old-fashioned Separator is being crowded out and replaced with the

“EUREKA”

A Trade Mark
“To Distinguish the
Best from the Rest”



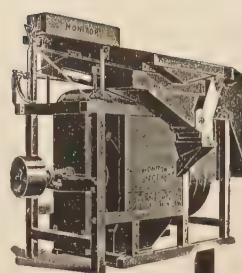
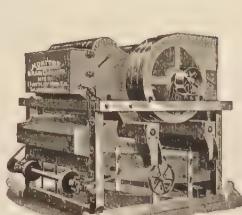
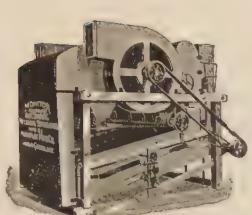
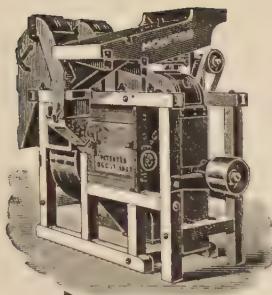
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“To Distinguish the
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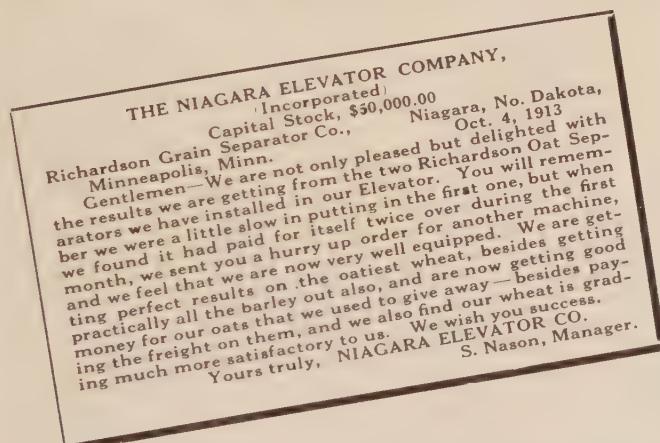
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We put them in your elevator for a 30 days trial

You know to a certainty that a "Monitor" is just as good a machine at work on on your floors as it is in our catalog,—before you accept the machine—and in our catalog we claim "Monitors" are the most modern, best built and equipped, most economical and efficient machines built today—the same strong claims and iron-clad guarantee holds good for any of our 134 styles of "Monitor" Grain Cleaners, Oat Clippers, or Polishers. When the trial has expired *you* are satisfied and your name is added to our list of over thirty-one thousand satisfied customers. You cannot afford to use a cheap machine, nor one of those "just-as-good-as-a-'Monitor'-Cleaner." Our catalog tells you why. Wish a copy? Free on request.

HUNTLEY MFG. CO., Silver Creek, N. Y.

Our Claims Must Be True—



For people like
Niagara Elevator
Co. would not write
us such letters unless
they really got A1 results

and Oat separator is true. It will do work better than is done on any separator sold.

¶ Our proposition is liberal. We put a separator in your elevator on 30 days free trial. If you use it continually for 30 days you can earn from it enough to pay for the machine, figuring on one half the results obtained by the Niagara Elevator.

¶ The Richardson also opens up revenues from screenings that used to be thrown away. The light wheat so abundant this year, is separated from screenings by our machine and can be sold at a high price in the central markets.

¶ Take advantage of our trial order, it entails no obligation on your part. We take all the risk.

Richardson Grain Separator Co., 15th Ave. S. E. & N. P. Tracks, Minneapolis

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We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

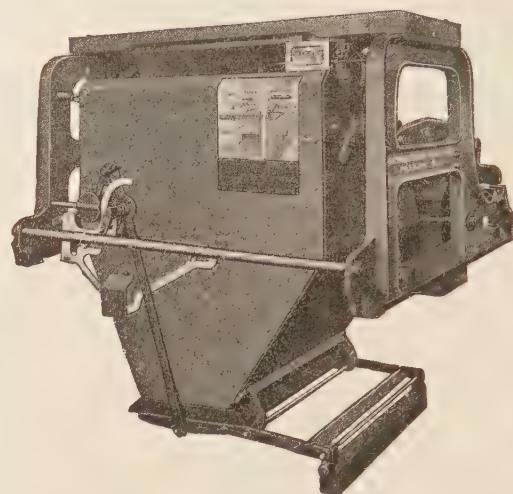
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Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for
Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

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RICHARDSON Automatic Scales

have kept the following companies their staunchest friends and largest customers year after year.

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Kansas Flour Mills Co., Wichita, Kan.	64 "	Hynes Grain Co., Omaha, Neb.	10 "
Trans-Mississippi Grain Co., Omaha, Neb.	49 "	Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.	9 "
Chickasha Milling Co., Chickasha, Okla.	23 "	Washburn-Crosby Co., Minneapolis	55 "
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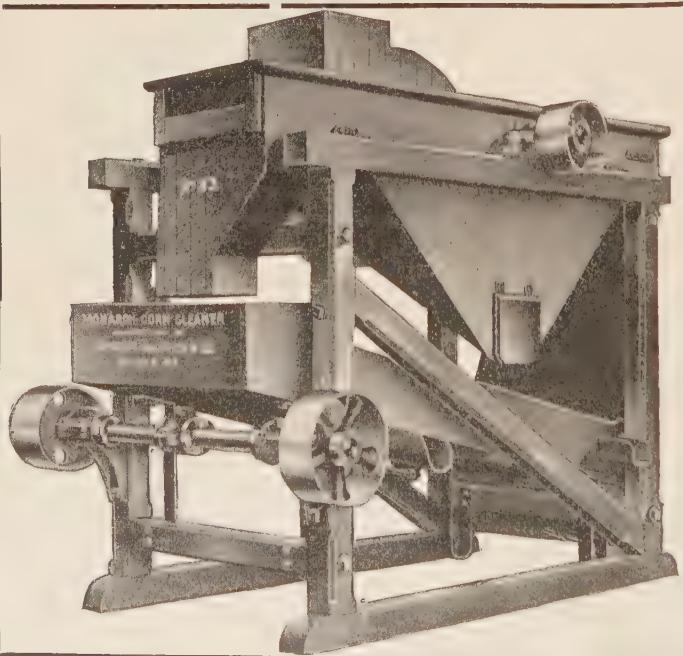
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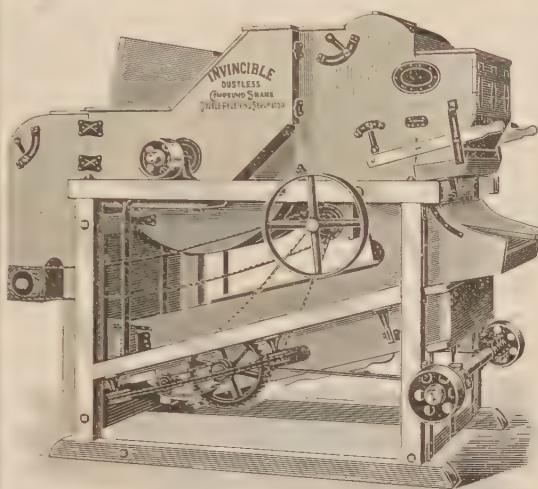
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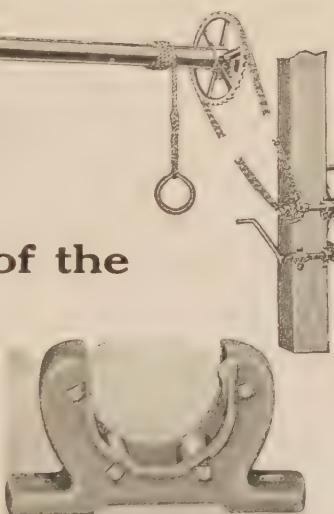
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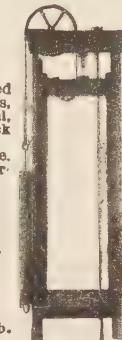
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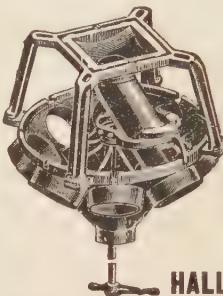
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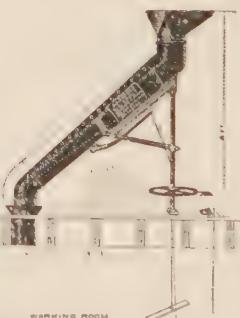
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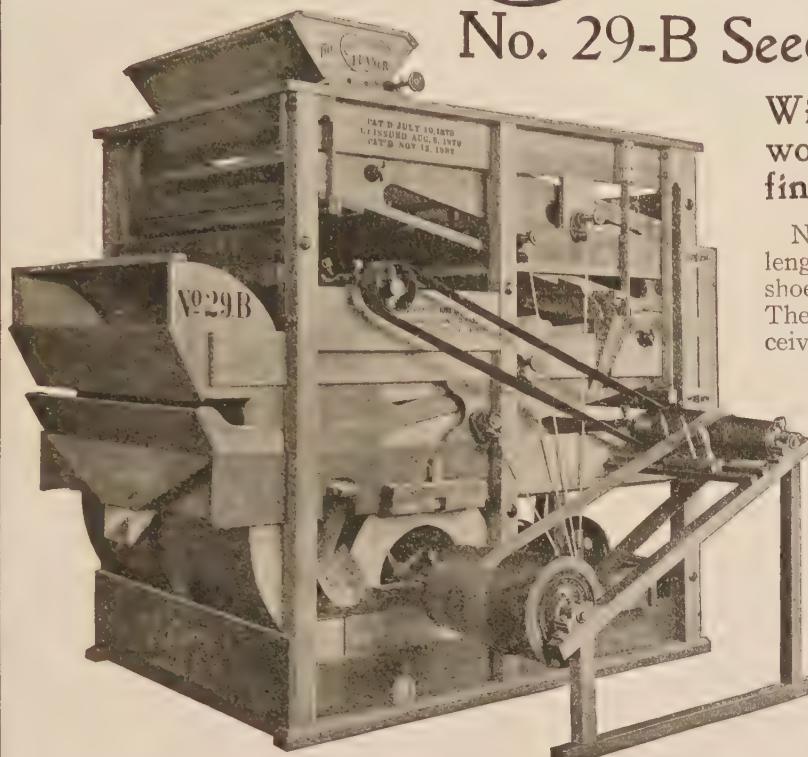
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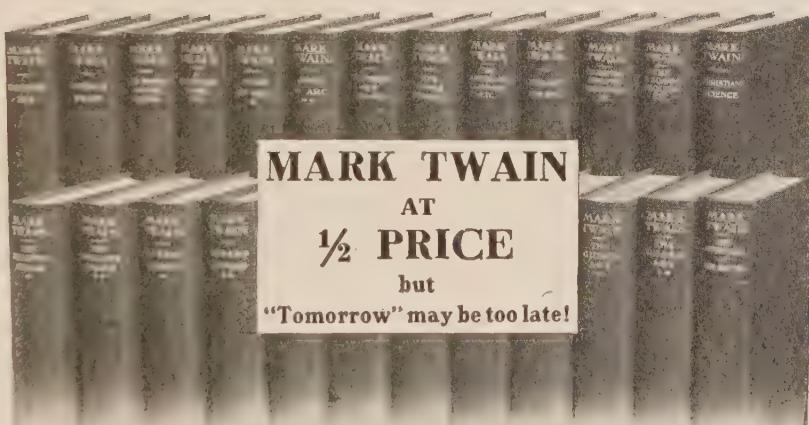
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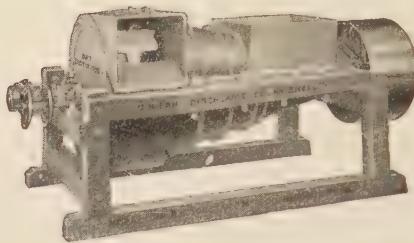
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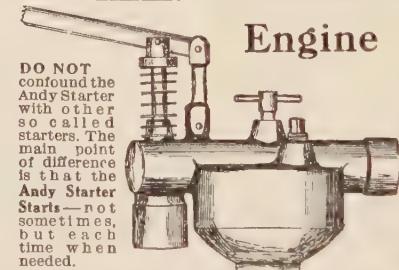
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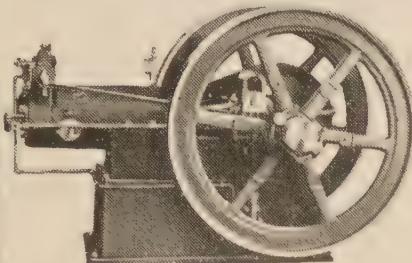
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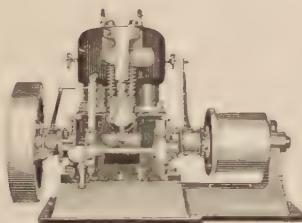
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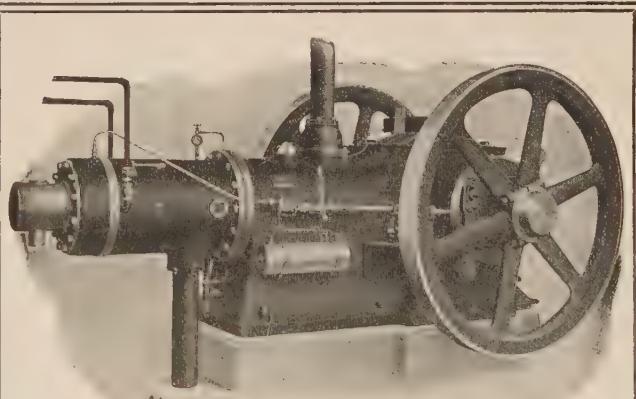
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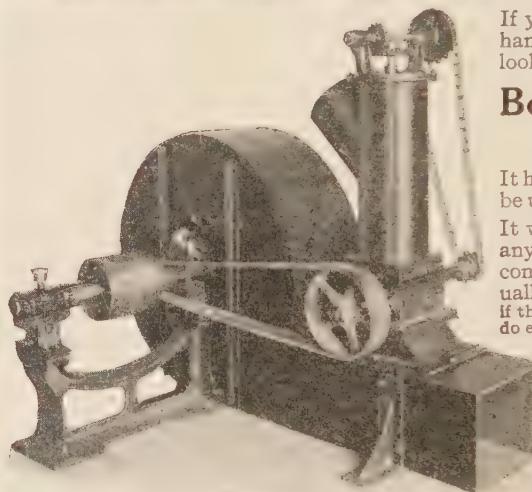
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IF YOU WANT THE BEST
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Wasting your brain figuring how
you can keep out of buying a dust collecting
system is like figuring on the best
way of ultimately destroying your plant
with the greatest loss.

Insurance men, Uncle Sam's specialists on dust collecting telling you of the danger and the many examples of ruin caused by dust explosion, ought to be enough to make you investigate.

NEW 1905 CYCLONE DUST COLLECTOR

works on less power and with greater results than the old style cyclone types. They are built differently, hence work better. Send for the facts.

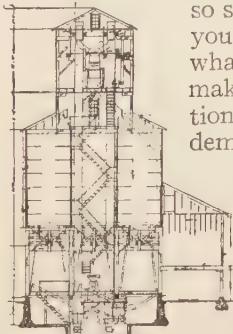
THE KNICKERBOCKER CO., JACKSON, MICH.

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Checkbound, size 5 1/4 x 8 1/4 inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL
315 S. La Salle Street Chicago, Ill.

GRAIN ELEVATOR BUILDERS

NOT A CHINESE PUZZLE, BUT READABLE
PLANS and ESTIMATES

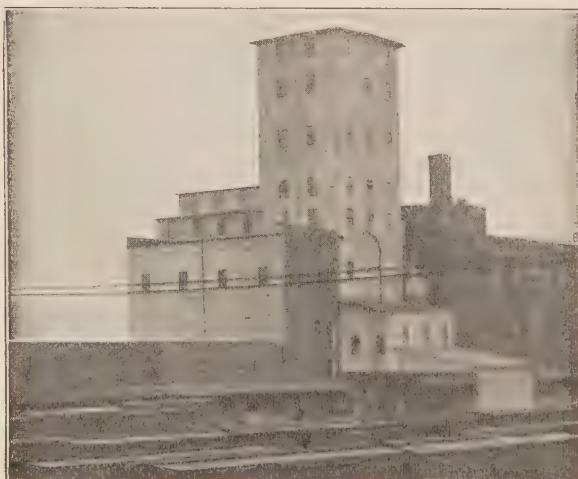
so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL
La Salle Street
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Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

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WRITE the following parties, a few of the 70 we have done business with the past season. All of these will recommend us. Our patrons help us at all points.

Farmers' Elevator Co., Warsaw, Ill.
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Farmers' Elevator Co., Merrill, Iowa.
Farmers' Elevator Co., Pocahontas, Iowa.
Farmers' Elevator Co., Gayville, S. D.
John Doering, Parkston, S. D.
Farmers' Elevator Co., Grandin, N. D.
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Duplicating Scale
Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. Price \$1.00.

Grain Dealers Journal
315 La Salle Street,
CHICAGO, ILL.

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To interested parties in the Southwestern Territory, our booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties
on receipt of 50c.



BUILDERS
OF GOOD
ELEVATORS
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THE
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GRAIN ELEVATORS
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When Better
Elevators are
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Ask those who have them.
Over 400 in use today.
Burrell Engineering & Construction Company
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711 Hubbell Bldg., Des Moines, Iowa. 111 W.
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GRAIN ELEVATORS, WAREHOUSES, STORAGE TANKS, SEED HOUSES
Built of
Wood or Fireproof Material
PLANS — SPECIFICATIONS — ESTIMATES
Give me a chance to figure with you
before making contract.
T. E. IBBERSON
Minneapolis :: Minnesota

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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315 So. La Salle Street CHICAGO, ILL.



THE GIRARD POINT ELEVATOR
PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHELS
The Most Rapid Handling Grain
Elevator in World. BUILT BY

JAMES STEWART & CO.

GRAIN ELEVATORS

BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO
W. R. SINKS, Manager

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This Fire Proof Seed Warehouse and
Grain Storage constructed of Reinforced
Concrete frame with brick enclosing
walls just completed for the Courteen
Seed Company, Milwaukee, Wisconsin.

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Write us for Designs and Estimates

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Why Continue

To use rubber belting which deteriorates from the moment of leaving the factory, causing ply separation?

REXALL belting is scientifically constructed so that the plies cannot separate, and we employ nothing of the nature of rubber to deteriorate.

There are several other reasons why the largest terminal houses in the country have adopted REXALL.

Ask us for full information.

Carried in Stock in 1000' rolls
1" to 42" wide.

Imperial Belting Co.

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Lincoln and Kinzie Sts., Chicago

There is a difference
between simply a belt, and a belt plus a big
reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

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CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

POUNDS TO BUSHELS

AT A GLANCE

At this season of the year when the wagons are lined up at your elevator, every minute saved in handling the loads increases your receiving capacity. You can prevent many costly errors and save a great deal of time by using our

Direct Reduction Grain Tables	
32	32 lbs per bushel - OATS
56	
60	
70	
75	

DIRECT REDUCTION GRAIN TABLES IN FRAME

This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

Send all orders to

GRAIN DEALERS JOURNAL, 315 S. La Salle St., Chicago, Ill.

The Automatic Dump Controller

Grain Dealers Everywhere Are Using IT.



It's a Wonder.
It's small but strong.
It's out of the road and
needs no attention.
It's minus of levers and
triggers.
It has no friction or
springs.
It's simple and easily at-
tached.
It's durable and efficient.
It's self-lubricating.
It's perfectly automatic.

The hundreds that are in use show they
please others, and they will please YOU.
We will ship you one on FREE TRIAL.

L. J. McMILLIN
Board of Trade Bldg., Indianapolis, Ind.

BOWSHER FEED MILLS

GROW
HEALTHY
STOCK

Crush ear corn (with or
without shucks) and grind
all kinds of small grain.

Handy to operate—light-
est running. 10 sizes: 2 to
25 h. p., capacity 6 to 200
bushels. Conical shape
Grinders. Different from
all others.

Write for Catalog
and folder about the value of
different feeds and manures.

The N. P. BOWSHER CO.
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The Gibson-Spence Coal Co.

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"BANNER" HOCKING
"VALLEY" CAMBRIDGE
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Anthracite—Pocahontas—Smithing
**HIGHEST QUALITY
PERFECT PREPARATION**

Write us for prices

You Can Sell— Your Elevator

by advertising directly
to people who want to
buy, by using a

Grain Dealers Journal
Want Ad.

No Freezing
No Bursting

THE Automatic Drain Circulating Pump

Action of Pump depends
upon the starting and
stopping of Engine.
Write for particulars.

G. G. Forester Mfg. Co.
MOLINE, ILLINOIS

ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO



THE CHALLENGE MFG. CO.
Morris, Ill.

KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient
cover for automobiles while in need storage we are
making a paper cover, which is proving the right thing
for this purpose. These covers are made of strong,
heavy paper, properly reinforced to prevent tearing.
They protect the car against dirt, dust and moisture
and will prevent the polished portions from tarnishing
and the finish from checking in cold weather.

We make them in four sizes:
7 PASSENGER FORD SPECIAL
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and
make a good profit on them. Further information on
request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
New York Office, 41 Park Row

T. J. HEALD,
Hard & Soft Coal, Smithing
Buyer and Shipper of
all kinds of Grain,
Aledo, Ill., Sept. 10, 1914.

THE CHALLENGE MFG. CO.

Morris, Ill.
Gentlemen: Enclosed find check
for one CHALLENGE DUMP
plus (.10) for exchange.

Consider this Dump the best
on the market and you may use
my name in your list of recom-
mendations. You cannot make it
too strong.

I want you to know that I was
more than pleased with the men
you sent to install my dump.
They put in all the time anyone
would want and did nothing but
what they thought was right, and
I think your 20 year guarantee
surely will be good. Yours for
more dumps—T. J. HEALD,
Aledo, Ill.

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of
grain shippers, and to minimize the labor of
keeping a complete record of each car shipped.
The book is $9\frac{1}{2} \times 12$ inches and contains
100 double pages of superior paper. It is
well bound, ruled in two colors, and the column
headings clearly printed. Spaces are
provided for records of 2,900 car loads.

At top of left-hand page, in bold faced
type, are the words, "IN ACCOUNT WITH,"
and at top of facing page is dotted line for
name of firm to whom grain is sold. It is in-
tended that records of shipments to each
firm shall be kept separate. The column
headings on the facing pages are: Date of
Sale, Date of Shipment, Car No., Initials,
Amount Sold, Kind of Grain, Weight, Price,
Draft, Remarks, Date Returned, Weight
Returned, Overdrawn, Net Proceeds, and
Balance.

Wide columns are provided for recording
these facts under the respective heads.

Price \$1.75. Address

GRAIN DEALERS COMPANY
315 So. La Salle St., Chicago, Ill.

SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain ship-
pers who wish to make a written state-
ment of the amount and grade of grain
loaded into a car. Especially adapted
for use in connection with claims for
Loss of Weight in Transit.

Each ticket gives the following information:
Kind of scale used; Station; Car Number and
Initials; Shipper's Name; —lbs. equal to —bus.
of No.—; Date scales were tested and by
whom; car thoroughly examined and found to
be in good condition and properly sealed when
delivered to the — R. R. Co.; Seal
Record, name and number, sides and ends;
marked capacity of car; date; and name of the
weigher. On the reverse side of both origi-
nals and duplicates is a form for recording the
weight of each draught.

Printed and numbered in duplicate. Originals
on Goldenrod Bond paper and duplicates on
tough pink manila in two colors of ink. Well
bound with heavy hinged pressboard covers so
they will open flat, containing 50 originals, 50
duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

OUR advertisers are helping us to improve Grain Trade
conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEAST KANSAS—One of the best grain elevators in Northeast Kansas for sale at a bargain; no trades. Address Lock Box 34, Hamlin, Kan.

OHIO—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA elevator for sale; four elevators at the station; receipts, 650,000 bus. a year. Price \$5,000, easy terms. Also good coal business. Address Eastern, Box 11, Grain Dealers Journal, Chicago, Ill.

MONTANA—The best elevator proposition in the state of Montana for sale. New, 200,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU want to come to Colorado and make some money in the Grain business we have the elevator, the location and the business and if interested we can convince you. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS iron clad, 35M modern ele., two dumps, automatic scale, feed grinder, 200,000 bu. annual business; \$1,000 net profit on coal annually. Good town, good competition. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

CENTRAL OHIO elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

OHIO mill and elevator for sale. 200 bbl. mill on L. S. & M. S. and 12,000-bu. elevator on W. & L. E. Good town of 6,000, 4 railroads. Located in best grain territory in Ohio. Property in good condition and in operation. Will sell mill separately or with elevator. The W. H. Gardner Grain & Mill Co., Bellevue, Ohio.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Two cribbed elevators with hopper bottoms, for sale; located in good grain territory 3 mi. apart. 70,000 and 6,000 bu. capacity. No competition at either point. Handles 250,000 bu. annually. A1 proposition. Good coal and feed business in connection. For particulars address H. E. Jewell, Magnolia, Ill.

ILLINOIS—Elevator on private ground at Mt. Auburn, a 350,000 bu. station, switch to C. H. & D. R. R. 25,000 bu. capacity, two legs, five dumps, gasoline engine in detached power house; detached crib of 25,000 bu. capacity for corn and oats, with one dump, hiker and drag belt to elevator. Low insurance rate. A real bargain for a live grain dealer. F. M. Murphy, 208 So La Salle St., Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

OKLAHOMA—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

INDIANA—Elevator on Wab. Ry., 10,000 bu. cap., for sale. Side lines and feed grinder. Price \$7,000. Address G, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Illinois.

CENTRAL NEBRASKA elevators for sale. In the best grain territory in state; 70% wheat still to handle. Sickness. Address F. A., Box 6, Grain Dealers Journal, Chicago, Ills.

CHAMPAIGN CO. OHIO—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

N. W. OHIO elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

SOUTHEAST NEBRASKA—Elevator for sale. Located in good grain territory. Best elevator proposition in state of Nebraska. Bargain. Address L. S. W., Grain Dealers Journal, Chicago, Ill.

EASTERN COLORADO—Two elevators, county seat town. Best dry farming section in Eastern Colorado. One 20,000 bu. cribbed iron clad; other 9,000 capacity. Address Box 229, Holyoke, Colo.

SOUTHERN MINNESOTA—I offer for trade a cribbed elevator, thirty thousand capacity, well equipped with modern machinery, coal sheds and corn crib, at St. Peter, Minn. Will accept land, city property or stock of merchandise. Address D. C. Harrington, Pipestone, Minn.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays, Ill.

ELEVATORS WANTED.

IMPROVED FARM—160 a. in exchange for elev., feed and coal business good Kansas town. Joe Clark, Partridge, Kan.

WANT TO TRADE a farm of 150 acres for an Ohio elevator; if not a good one do not answer. Address L. H. S., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—20 acres land; clear of incumbrance, close to Okla. City for Elevator in good grain section of Kan. Elevator must be first class and worth at least \$16,000.00. Address Saline, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—An elevator handling from 250,000 to 400,000 bu. annually with coal as a side line, conveniently located about 10 miles of a town of about 10,000 inhabitants in Corn and Oats belt of Illinois or Iowa. Address E, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IN THE HEART OF THE CORN BELT—List your elevators with me. Write me your wants. Terms or cash. T. F. Grady, Farmer City, Ill.

IOWA BROKERAGE CO., Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me Established 1881. John B. Wright, successor to Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

BUSINESS OPPORTUNITIES.

WANT TO BUY grain and coal business in a fair sized town. Must bear inspection. Iowa or Southern Minnesota. Sec. Farmers Elvtr. Co., Welcome, Minn.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—45 shares Capital Stock in a good mill running all the time and making good money; this also carries with it a good job for a good miller. Price of stock \$7,000. If interested will send full particulars. F. T. Corcoran, Ft. Morgan, Colo.

ILLINOIS—Hay Warehouse, Office and Scales for sale in good hay section. Station handles around 300 cars annually, also seed. Located in Illinois on Vandalia Line, or will exchange for small farm. Address Van, Box 8, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

WISCONSIN mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

PARTNERS WANTED.

PARTNER WANTED with \$2,500.00 to take half interest in modern Feed Mill in town of 40,000; fine proposition. Prefer man that can take managing end. Address Roland, Box 10, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED, with experience, to take charge of elevator, who has \$2,000.00 or more to invest in business. Elevator located in good town with good schools, and in a good grain country doing a good business in Eastern Nebraska. Address Nebraska, Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNER—Wanted with capital to build reinforced concrete elevator and feed mill at Columbus, O. Equipped to handle all kinds of grain, wholesale seeds and manufacture poultry, dairy and horse feeds. Have a piece of land three and one-half acres, located between the main lines of the Pennsylvania and Big Four Railroad. Can have siding from both roads on each side of building. Do not reply unless you can furnish the best of reference. Address John DeWine, P. O. Box 154, Yellow Springs, Ohio.

HELP WANTED.

EXPERIENCED man to make plans for and estimate cuts of modern ear corn elevators as well as corn and oats handling elevators. Address Estimator, Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER AND BUYER—Wanted for Farmers Elevator at Hammer Siding, South Dakota, on Fairmount and Veblin Ry. Single man preferred as man with family would have to build own dwelling house. State experience and references, also salary wanted. H. M. Fellbaum, Secy., New Effingham, S. Dak.

ENGINES FOR SALE.

ENGINES—Hundreds of sizes and styles in automobile, marine and stationary gasoline engines. State your power needs. Badger Motor Company, Dept. G, Milwaukee, Wis.

FOR SALE—1 16-h.p. Fairbanks engine good shape, recently installed; electric power; 150 ft. No. 78 transmission chain. A lot of split pulleys and sprockets. J. A. Gray, Onawa, Iowa.

FOR SALE—30-H.P. two cylinder stationary vertical gasoline engine. This engine was taken in exchange for motors and is in good condition. Big bargain. Queen City Electric Co., 1716 W. Adams St., Chicago, Ill.

GAS ENGINE FOR SALE—6 Horse Power, Fairbanks, Morse & Co. gas engine, vertical. This is a good engine and a bargain for some one. For further particulars inquire or write the undersigned. Wm. Shardlow, Secy., Cherokee, Iowa.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES WANTED.

WANTED TO PURCHASE—One 36 to 60 H.P. Boiler; one 10,000 to 15,000 Gallon Iron Tank; one elevator Head complete; one elevator Head complete; fifty to seventy-five feet of Belting with buckets attached to fit elevator Head; 1 small stream Water Pump. Trenholm-Kolp Co., Memphis, Tenn.

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BIG BARGAINS in slightly used 3 Phase A. C. motors 7½ H. P. Westinghouse \$65.00; 15 H. P. Fairbanks-Morse \$110.00. Prices f. o. b. and include starters, bases and pulleys. Also other sizes at low prices. Queen City Electric Co., 1716 W. Adams St., Chicago, Ill.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



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Send for prices. All motors guaranteed for one year and sent on approval to responsible parties.

Northwestern Electric Co.,
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ENGINEER wants position in mill or elevator; gas or steam. Best of references; Iowa, Nebraska or any Southern state. Lock Box 47, Sidney, Ia.

ELEVATOR MAN—Wants position as foreman in steam or gasoline plant; best of references. Address Chas., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager of elevator and coal yard. 3 yrs. experience. Prefer line or farmers' elevator. Address E. C., Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER—Want position as Manager of Elevator. 12 years' experience in grain business. References and bond furnished. Can come at once. Address F. E., 2317 Indiana Avenue, Chicago, Ill.

POSITION WANTED—By party experienced in buying from country trade, floor work and options. Would consider road work. Good character, sober, references. S. L. C., Box 9, Grain Dealers Journal, Chicago, Ill.

MANAGER or assistant in grain elevator. Have had eight years' experience. Am a good judge of grain and seed. Can keep books and give bond. Would come at once. Address Everett W. Cox, Springfield, O., Gen. Del.

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TO MANAGE—Know elevator business, selling and buying; understand elevator machinery and gasoline engines thoroughly. With line company now employed six years; 29 years old, married. Management farmers' elevators. Address Goodman, care Progress, Polk, Neb.

MANAGER—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted by manager and bookkeeper, at present employed, 3 yrs. exper., bond and bank references furnished. Age 27, single, sober, well educated, industrious and capable of taking full charge of business. 10 yrs. exper. with machinery. Farmer Elvtr. preferred, altho would consider position with grain firm with chance for advancement. C. H. Seaman, Mgr. Farmers Elvtr., Monroeville, Ind.

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FOR SALE—Refitted Union Automatic Sacking Scale in first class condition at a great bargain. Milwaukee Scale Co., 132 Sycamore St., Milwaukee, Wis.

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BUTTMAN hand made boiler, 60 h.p., in good condition, 50 h.p. plain slide valve, Erie City engine. For particulars write The Nickel Plate Elev. Co., Cleveland, O.

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FOR SALE—1 No. 2 Cornwall Corn Cleaner. 1 No. 1 F Marseilles Sheller. Practically new. Has not handled to exceed 10,000 bu. John Hill, Taylorsville, Ind.

WHITMAN POWER Warehouse Hay Press for sale; 14x18, No. 11026, not mounted. Wood frame, steel lined. Never used. Address American Milling Co., Peoria, Ill.

FEED AND MEAL OUTFIT—10 H.P. gasoline engine. 12 in. stone burr. One 8 in. new Holland. One meal bolt as good as new. Will take auto truck. W. J. Jenkins, St. Paris, Ohio.

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WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

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FOR SALE—New Fosston Cleaner bought last winter, new and cost over \$400. With 10 extra sieves above regular equipment. All crated and in good shape and as good as new in every way for \$125 on cars at Worthington, Minn. The manufacturer makes strong claims for this machine. Want to buy second-hand Monitor Cleaner. Address St. John Grain Co., Worthington, Minn.

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1 Steam Condenser	30.00
1 Grain Spout complete	4.00
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10 Belt Tighteners, each	5.00
300 Salem-cups, 6x16, each	.12
50 " " 6x18 "	.12
600 Empire Buckets, 5x16	.06
150 " " 6x18	.06
1 26" 3 ply 125 ft. Conveyor Belt	50.00

All of the above are in good condition and snaps at the prices offered.

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In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foss's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

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Write for one—Mailed on request.

Bowshier Combination Crushers and Grinders: No. 4 (12 to 30 bu.), No. 8 (20 to 60 bu.), No. 9 (30 to 125 bu.), No. 10 (40 to 175 bu.).

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BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7387 Stony Island Ave., Chicago, Ill.

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BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MISCELLANEOUS.

INFORMATION wanted regarding weights or grades on shipments to Galveston which were not right. Texas, Box 10, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED regarding the methods and service rendered by The Freight Audit Co. of Chicago, Ill., from those who have had experience. Address Iowa Shipper, Box 10, Grain Dealers Journal, Chicago, Ill.

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SCREENINGS of all kinds; salvage and damaged grain, off grade grain, miscellaneous grain and seed products. Send us samples. C. E. Dingwall Co., Milwaukee, Wis.

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Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Description, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, etc. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10x16¹/₂ inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL

La Salle St., CHICAGO, ILL.

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SEEDS FOR SALE.

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FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

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SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

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Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

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Peppard Seed Co., J. G., grain and fd. seeds.

Rudy-Patrick Seed Co., Wholesale Seeds.

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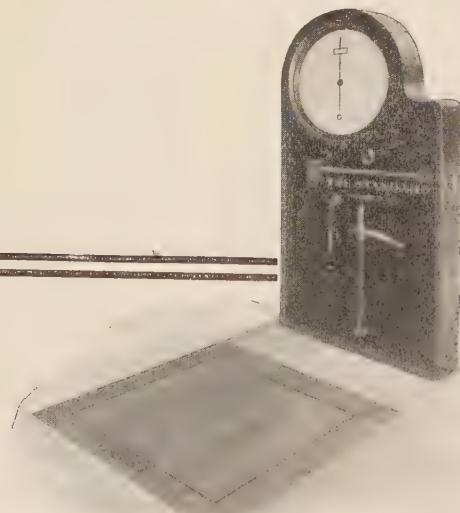


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"The STANDARD" Scales are made in many types. For very fast weighing "The STANDARD" Automatic Dial Indicating Scale is most essential. The load is placed on the platform and instantly the weigher reads the correct weight. The adjustment of weights and balances is eliminated. Greatest speed and accuracy is attained.

The above shows the manner in which these hopper scales are installed in the Girard Point Elevator. There are 4 of 2,000 bushel capacity each and 5 of 1,400 bushels each. They are built vertically, thus utilizing valuable space. We build Hopper Scales in all capacities from 200 bushels up.

Whatever your needs, we can supply them.

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LETTERS

on subjects of interest to those engaged in the
grain trade, news items, reports on crops, new
grain firms, new grain elevators, contemplated
improvements, grain receipts, shipments, and
cars leaking grain in transit, are always wel-
come.

Entered at the Chicago, Ill., Post Office as
Second-Class Matter Aug. 5, 1898.

CHICAGO, NOVEMBER 25, 1914.

SO MANY FIRES are known to originate in the cob room it is time insurance companies were insisting upon elevator men storing their cobs at a distance from the elevator proper.

OHIO DEALERS met in Toledo yesterday, to discuss the grading of new corn, and to learn from Dr. Duvel the requirements of the new Federal Corn Grades, and how best to bring the new grades to the attention of growers. Report of the meeting will be found on page 791.

FORGED Bs/L enabled John Quigg to obtain \$24,000 from two Winnipeg grain firms. He kept the money for a while, but is now in the penitentiary serving a five year sentence. His prompt punishment is likely to discourage other wrong-doers from indulging in the same trick in the Dominion.

THE ST. LOUIS Merchants Exchange has adopted a rule designed to encourage the prompt unloading of grain switched to local industries or team tracks. If not unloaded within five days, buyer will hereafter be required to pay interest on his purchase at 6% per annum. If the agitation against the interest charge is maintained long enough, some means will be found to encourage the railroads to make prompter deliveries of grain after it has left the inspection tracks of the terminal markets.

GOOD ROAD champions are becoming more numerous daily. They reduce the cost of marketing farm products and keep the markets open to the farmers every day of the year.

THE NEW WAR Tax Law provides that Bs/L issued by carriers must have a 1c stamp attached thereto by the shipper, consignor or his agent, who shall cancel it before forwarding. The stamp tax part of the law will go into effect on Dec. 1st, and be continued for 13 months, or up to and including Dec. 31, 1915.

THE 63d Congress will convene next month for its last session, and if the Grain Grades Act and the Pomerene Bill of Lading Law are to be enacted, the shippers must take a more active interest in the bills and push them to a successful hearing before the committees, so that they can gain consideration by the respective houses.

STEALING GRAIN BAGS from a miller is a very serious crime in Kentucky. Two Louisville thieves were recently sent to the penitentiary for three years for indulging their desire for a miller's grain bags. If all thieves of grain and grain bags were punished as severely, these articles would not be stolen.

IN "LETTERS" this number will be found a report of a fire in an Illinois elevator that vigorously contradicts the old heresy that "every good elevator which catches fire is a total loss." Altho the fire fighters despaired at different times of saving the property, the fire was soon extinguished and in a few hours, grain was again being received. It does not pay to give up.

A KANSAS CITY receiver saved \$5,000 last week by investigating the claims of a man who called with Bs/L for six cars of wheat, before paying out the money. Receivers have been imposed upon so many times by sharpers with forged Bs/L they generally look with suspicion upon any unknown "shipper" who drops in with a pocket full of easy business.

"NEW CORN RUSH" is appearing on many cars arriving in the grain terminals. It is well that the shippers are taking this precaution to encourage the railroads to forward their shipments promptly. The railroads are in position to give new corn prompt handling, and the sign may encourage others to move quickly. However, much of the new corn is arriving in unusually good condition for this season of the year. It contains less moisture than usual, and is grading better. However, this fact does not relieve the shipper from the necessity of exercising his usual vigilance in sorting out the bad grain.

SHIPPIERS must not overlook the fact that many different railroads are applying for increases in freight rates, and if any of the advances are granted, grain shippers will be required to pay a higher rate, so that they must buy on a wider margin, or pay freight out of their own pocket.

ONE RESULT of the war is reflected in the number of foreign grain firms who have made application for membership in the New York Produce Exchange, published in our news columns this number. If all firms engaged in buying American grain had membership in our exchanges, it would be to their benefit.

FARMERS IN THE vicinity of Darlow, Kans., are credited with overeagerness to dispose of dirt and sand at grain prices. No doubt the farmers of other sections occasionally indulge in this kind of real estate, as a side issue, but if the grain buyers are keen-eyed and vigilant, they will soon check the imposition and discourage trickery of this character.

MONTANA requires all elevators storing grain for the public to take out a state license, and for failure to do so elevator men are subject to a fine of \$200. If the state would make the license about \$500, and thereby discourage all dealers from doing a storage business, both the grain growers and the grain handlers would be thankful.

THE PITLESS wagon scale, having been condemned by so many scale experts, no grain dealer can afford to install one or to continue its use. Some country elevator men try to get along without any shipping scales, but those same dealers insist upon having the best wagon scale obtainable, so that they may be able to determine actually what they are receiving, and avoid paying out money for grain not received.

SEVERAL YEARS AGO the Federal Government persecuted cotton buyers, because they were suspected of forming a cotton pool. Now this same government has been scowling most threateningly upon National Banks which have hesitated to form a \$135,000,000 pool to help raise the price of cotton. Some day the bull speculator will be permitted to buy what is offered him and to hold it until he desires to sell.

GRAIN DUST explosions continue to receive attention from the Bureau of Chemistry of the U. S. Dept. of Agriculture, and an earnest effort is being made to determine the exact causes of each explosion, and in this way seek to discover some way of preventing accidents of this character. The elevators and mills need better dust collecting equipment. Get the dust out of the plant, then if it does explode no damage will be done the elevator.

GOVERNMENT OWNERSHIP of railroads has received a black eye in the defeat of Congressman A. W. Lafferty of Oregon, who during the last session of Congress advocated government ownership of railroads. Transportation service is bad enough—if turned over to the politicians it would be one hundred times worse, and the people would pay many times more for the service than they do now.

ONE FARMERS elevator of Kansas, which had issued storage receipts for over 100,000 bu., before war was declared, is now practically out of business, because it is unable to take up the storage receipts at the current market prices. No country elevator man can afford to speculate with the grain of his farmer patrons. If he had purchased the May option against his shipments of stored grain, the manager of this elevator would still be in business.

GALVESTON, acting upon the demand for more grain elevators at gulf ports, burned its newest and best house last week, and the Santa Fe, which owns wharfage in Galveston, still maintains its embargo against grain shipments to that port. The Sunset Elevator will be rebuilt, and remarkable as it may seem, the owners insist upon having it constructed of the same kind of material as the one just destroyed. The increased cost of insurance alone is sufficient to discourage the rebuilding of any large terminal storage plants of wood.

"RAILROADS entering Vernon, Tex., as well as some other points, instruct their employees to repair all cars showing any signs of leakage, and to refuse to give out information regarding leaking cars to anyone." So long as railroad companies pursue this policy, they can hardly expect shippers to comply with their requests for a certificate of the weight of grain placed in car before issuance of B/L. When railroads treat the shippers with fairness, they can expect to receive equally fair treatment at the hands of the shippers.

GRAIN ELEVATOR operators, who give no attention to the depreciation of their property, and do not take it into consideration in computing the cost of handling grain through their houses, will be pleased to know that the Public Utilities Commission of Illinois has recently ruled that 8% must be allowed for depreciation of telephone properties in arriving at legitimate returns on the capital invested. The elevator man is not able to issue a fresh lot of stock or bonds, in order to obtain money for renewals and up-keep, and unless he does lay aside a fund for that purpose, the day will come when renewal will be absolutely necessary, and he will have no funds to do it with.

THE GRAIN TESTER is again under suspicion. This time the wail comes from Texas, where a member of the legislature has drafted a bill requiring grain buyers to use testers of not less than $\frac{1}{2}$ bu. capacity. With such large testers, it will be necessary to conduct all tests in the office under the most favorable conditions. The politicians overlook the fact that the tester is used by the buyer only as a guide in determining the intrinsic value of the grain. If growers want better prices it is up to them to market cleaner, heavier grain.

WE CONTINUE to receive complaints against so called Freight Claim Collectors who promise the shipper anything if he will pay \$5.00 or \$10.00 and turn over all bills of lading and correspondence in regard to shipments. Many of these collectors seem interested only in the fee, and after they get it, quickly forget the shippers name and address. Shippers who systematically follow up the collection of their own claims from month to month, will be far more ahead at the end of the year than those entrusting their claims to the unheard of fly-by-nights, who seldom collect anything, and when they do, keep it for their own use.

LIGHTNING RODS are now recommended by all mutual companies making a specialty of insuring grain elevators, and some companies are granting a reduction in the rate of 10c per hundred where elevators are properly rodded. This reduced rate should help to encourage every grain elevator operator to protect his plant from this hazard. The many fires started by lightning in grain elevators emphasize the great danger to all grain elevators, which are generally isolated and rise high above other buildings. The fact that the insurance companies are willing to make a reduction in the rate, where plants are properly rodded, should recommend the installation of lightning rods on every elevator.

NORTH DAKOTA voters have amended the state's constitution, so that the state legislature can appropriate money for the building of elevators within the state. The oftener grain is handled into and out of grain elevators, the greater will be the cost of moving it from producer to consumer. The state already has a bountiful supply of elevators, and it will work an economy to hold the wheat on the farm. The steel tanks recommended by Prof. Bolley not only reduced the early rush of grain to market, but it kept much grain back on the farm, and thereby reduced the visible supply, which is always a strong bear factor. So long as grain is hidden on the farm, invisible to the buyers, it will exert no depressing influence on the market.

DISCRIMINATION by line elevator companies against the farmers of one or two Iowa districts is charged by grain growers. In most states grain buyers are privileged to bid what they think grain is worth, but in one or two, laws have been enacted designed to prevent a higher price being paid for grain at neighboring stations than at the station where discrimination is indulged. In South Dakota this law has been upheld, but whether or not the same regulation can be established in other states remains to be seen.

A NUMBER OF country grain buyers have brought suits against farmers who sold wheat for July shipment at the current market price and then refused to make delivery when the price went up. If more buyers would insist on the farmers fulfilling their contracts, fewer farmers would attempt to Welch on the delivery of grain sold. Many suits of this character are decided favorable to the grain dealer by justice courts, although in the absence of a written contract, the payment of money or the receipt of part of the goods, oral contracts will not be upheld by supreme courts.

DISCOUNTS at which off-grade shipments should be accepted and applied on contracts have always been a source of much controversy between shippers and track buyers. The Milwaukee Chamber of Commerce is seeking to adopt some plan whereby this continual friction will be obviated, and is seriously considering the establishment of a standing committee to pass on shipments which are not up to the grade contracted, and to determine the proper discount at which the shipment may be applied. This means of determining the discount would seem to be fairer than where it is established solely by the buyer.

GRAIN DEALERS, who entrust the erection of their new plant to barn builders, generally get a very undesirable house and seldom if ever, obtain what they wanted. Too often contracts are entered into without any plans and specifications or any written statement of details, so that ample opportunity is left for misunderstandings. One Ohio concern recently settled the balance due on an elevator built years ago and also paid the costs in the common pleas, the Circuit and Supreme Courts. Frequently grain dealers seek to obtain damages from barn builders for poorly constructed elevators and buildings not erected according to verbal specifications, but they quickly realize it would be so difficult to prove, that the barn builder failed to fulfill his part of the contract, they give up in disgust and pay for the worthless shed. If all contracts were carefully drawn, more dealers would obtain satisfactory elevators.

The Outlook.

The recent opening of the cotton exchanges, the opening of the stock exchanges in a number of the larger cities, as well as the opening of the twelve regional banks, has, in a large measure, restored confidence in business prospects, and it now seems likely that next month the New York Stock Exchange may be opened, with certain restrictions as to operations.

The agitators who have long been actively engaged in denouncing the exchanges of the country, have at last been impressed by the necessity of keeping these market places open, so that people who desire to buy or sell the various commodities will be able to obtain some definite idea as to prevailing values. The markets on any exchange are, as a rule, a mere reflection of the traders' views of the prices justified by the supply and demand. To abolish the exchanges, which are actively engaged in the collection and compilation of reliable information regarding supply and demand the world over, is to deprive the traders of their maps, charts and compass, so that they are all at sea. The exchanges are absolutely necessary to the economical marketing of our agricultural products.

The recent rise in the price of cotton exchange memberships and in the price of cotton, would seem to indicate that the antioption agitators have taken to the woods. Interest rates have been reduced everywhere, and business in many lines has taken on renewed activity. Grain elevator builders and supply men report better prospects for business than they have known in years. Evidently grain dealers are realizing profits from the handling of the present crop which have impressed them with the necessity of providing better facilities for handling the next crop.

The Grain Trade's Activity.

1914. 1913.

Wheat crop, U. S. bus.	891,950,000	763,380,000
Wheat receipts, primary markets, July 1 to Nov. 22, bus.	269,858,000	186,712,000
U. S. wheat exports, July 1 to Nov. 21, bus.	109,377,000	83,278,000
Argentine wheat exports, Jan. 1 to Nov. 24, bus.	36,700,000	106,110,000
Wheat, visible supply Nov. 21, bus.	75,388,000	59,730,000
Canadian visible wheat supply Nov. 16, bus.	19,070,000	21,157,000
Oats crop, U. S. bus.	1,139,741,000	1,121,768,000
Oats receipts, primary markets, Aug. 1 to Nov. 21, bus.	125,310,000	93,433,000
U. S. oats exports, July 1 to Nov. 21, bus.	27,704,000	2,660,000
Oats, visible supply Nov. 21, bus.	32,304,000	30,239,000
Corn crop, U. S. bus.	2,705,692,000	2,446,988,000
Corn receipts, primary markets, July 1 to Nov. 21, bus.	72,866,000	74,206,000
Argentine corn exports, Jan. 1 to Nov. 24, bus.	110,499,000	181,410,000
Flour exports, July 1 to Nov. 21, bbls.	5,304,400	4,821,408
Chicago Board of Trade clearings, July to October.	\$27,728,181	\$19,381,510
U. S. exports, Oct.	\$195,283,852	\$271,861,464
U. S. imports, Oct.	\$137,978,778	\$132,949,302

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

K. C. M. & O. 4021 passed thru Weatherford, Okla., Nov. 20, eastbound, leaking wheat at end and drawbar. No chance to repair as car was on thru freight. Notified C. R. I. & P. agent here.—W. M. Randle, Wheeler Bros. Grain Co.

I. C. 11537 passed thru Cabery, Ill., Nov. 19, leaking yellow corn at side of car.—Harry Tjardes.

C. R. I. & P. 55676 in yards at Ingersoll, Okla., Nov. 18, leaking grain badly between sill and outside wall, about 3 feet from end of car.—B. F. Blue, Blue Bros.

I. C. 34285 and I. C. 38507 passed thru Aplington, Ia., Nov. 17, eastbound, leaking shelled corn badly. Conductor refused to repair when notified.—H. Dreyer, Jr.

C. M. & St. P. 33142 arrived in Sioux City, Ia., C. M. & St. P. R. R. yards, Nov. 13, from Elk Point, S. D., leaking white corn at 4 places on side and at one doortop, also at end door and end post. Car marked O. K. for grain and tagged bad order.—S.

C. M. & St. P. 54914 passed thru Sioux City, Ia., Nov. 13, leaking wheat all along side and at one doortop; 2 doortops badly bulged. Had station seal 688.—S.

Soo 5014 was held up at Clement, N. D., Nov. 12, account spring wheat leaking over draw bar and from small leak in center of floor. Car was repaired here by R. R. Co.—W. H. Hazzard, agt. Minnekota Elvtr. Co.

C. M. & St. P. 23672 arrived in Sioux City, Ia., C. M. & St. P. R. R. yards, Nov. 12, leaking white corn at drawbar.—S.

C. M. & St. P. 63168 arrived in Sioux City, Ia., C. M. & St. P. R. R. yards, Nov. 11, leaking wheat along sides; marked bad order.—S.

C. M. & St. P. 63042, eastbound, was set out at Mapleton, Ia., on C. M. & St. P. Nov. 11, account draw bar pulled out. About 150 bus. yellow shelled corn leaked out on ground; section men cleaned it up and transferred contents of car to C. M. &



I. C. Car 23907 Leaking White Corn at Sioux City, Iowa.

St. P. 84512.—H. B. Johnson, agt. Neola Elvtr. Co.

I. C. 23907 arrived in Sioux City, Ia., I. C. R. R. yards, Nov. 10, leaking white corn at side, drawbar and doortop. Siding very loose for 6 ft. A piece of waste had been used to stop leak.—S.

C. N. R. 142300 passed thru Roblin, Man., Oct. 8, leaking wheat.—N. W. F.

C. P. R. 141228 passed thru Brandon, Can., Sept. 27, leaking grain.—N. W. F.

Interpretation of Stamp Tax on Grain Transactions.

Members of grain exchanges in the cash trade who sell grain to arrive are interested in the interpretation of the new stamp tax on grain futures. Sales of cash grain to arrive come within the definition of pit transactions, which are taxable, being on a Board of Trade and not for immediate delivery; but it is not the intent of the framers of the law that a stamp tax be levied upon cash transactions of any description.

J. C. F. Merrill, sec'y of the Chicago Board of Trade, made this plain in the discussion of the bill with the conference com'ite, the members of the com'ite stating that their purpose was not to tax cash transactions, but only speculative trades.

Under the old war revenue act at the time of the war with Spain the law was amended to exempt cash sales. The same exemption should be granted now by a correct interpretation of the law by the Commissioner of Internal Revenue at Washington, based on the declarations by the Senators and Representatives when the law finally was drafted that it was their purpose to tax only speculative transactions.

In appearing before the conference com'ite Mr. Merrill made it clear that the attaching of a Bill of Lading to the transaction took it out of the speculative category and afforded a sharp dividing line between transactions taxable and not taxable.

Therefore on sales between members of exchanges of grain to arrive not loaded at time of sale there should be no tax. The Commissioner at Washington has been requested so to interpret the law; and his decision is expected to be made before the tax becomes effective.

The special federal tax of \$20 upon brokers and commission merchants must be paid before Dec. 1. If paid after that date a 50 per cent penalty is added. The other special war taxes due Nov. 1 are being rebated if paid before Dec. 1 at the rate of two-thirds of the amount of the annual tax. After that time the full annual rate will be charged.

The law taxing pit transactions and brokers was published in the Grain Dealers Journal Oct. 25, page 620.

INSECT enemies of corn are accounted for by F. Sherman, Jr., in Bul. N. C. Dep't Agr. 35, 1914.

BULGARIA has ordered discontinued the exporting of all cereals and flour due to the fear that the crop has been overestimated.

"Made in U. S. A." rather than "Made in America," is recommended by promoters of the trade of the United States as the mark for goods to be sold abroad as well as at home.

WHEAT for export has been bot heavily in the Pacific Northwest and heavy oats sales also are reported. The grain will be consigned to England, France and Germany.—D.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

City Wants Two Weighing Fees. What Would You Do?

Grain Dealers Journal: All of the grain we receive is weighed over city scales. The city authorities are trying to compel us to weigh over the city scales all grain we sell for feed. They want to collect as many fees as possible. We have refused to let the city hold us up twice. What would you do?—J. L. B. Grain & Stock Co.

Weight of Popcorn Per Bushel?

Grain Dealers Journal: Different handlers of popcorn seem to take a different weight for a bushel of the corn. What is the legal weight per bushel?—L. B. & Co.

Ans.: Some of the leading handlers of pop corn buy from the growers on the basis of the hundred pounds, and hence the weight per bushel is of less interest to them.

Six of the states in the Union have enacted statutes prescribing the legal weight of a bushel of popcorn. Iowa, where much of the cereal is grown, prescribes 56 lbs. for a bushel shelled, and 7½ lbs. for a bushel of ears. Tennessee specifies 70 lbs., presumably for the ears, the not stated; while Ohio specifies 42 lbs., in the ear. Indiana prescribes 56 lbs., presumably shelled. Kansas and Nevada specify 56 lbs. for rice corn.

In the interest of uniformity all the states should enact laws making the weight per bushel the same as in Iowa, 56 lbs., corresponding also with the bushel weight of Indian corn.

One large buyer in Iowa figures 60 lbs. of shelled popcorn to the bushel. Extra good corn, their buyer states, will test 64 lbs. per bushel.

Enforcing Oral Contract?

Grain Dealers Journal: A farmer of whom we bot 3,000 bus. of wheat has refused to deliver since the advance in prices. We had only a verbal contract. Can we recover damages by bringing suit against the farmer?—E. S., Nebraska.

Ans.: These suits start in justice courts and the grain buyer often gets judgment against the farmer on the merits of the claim without regard to the Nebraska law against oral contracts. The results of these suits can not be quoted in new suits because the lower courts are not courts of record. The judge and jury are likely to give the grain buyer judgment against the farmer as a square deal when he proves his contract unless the farmer has a sharp lawyer who brings up the so-called "Statute of Frauds." This law is:

Nebraska Statutes, 1907.—"3642. Sec. 9. Every contract for the sale of any goods, chattels, or things in action, for the price of fifty dollars or more, shall be void unless, first, a note or memorandum of such contract be made in writing, and be subscribed by the party to be charged thereby; or, second, unless the buyer shall accept and receive a part of such goods or the evidences, or some of them, of such things in action; or, third, unless the buyer shall, at the time, pay some part of the purchase money."

Two decisions follow, the second one under the Nebraska statute in question.

There can be no recovery on a verbal sale of goods exceeding \$50 in value, unless something has been paid or some part of the goods delivered.—Dooley v. Elbert, 47 Michigan 615.

Under Compiled Statutes of 1903, c. 32, § 9, an oral contract for the sale of goods for a price exceeding \$50 is void, unless

some of the goods have been delivered to and accepted by the buyer or he shall have paid the whole or some part of the price.—*Orr v. Hall*, Supreme Court of Nebraska, 106 N. W. 656, 75 Neb. 548.

Right to Cancel Contract.

Grain Dealers Journal: A customer in one of the belligerent nations insists that upon declaration of war we should have held up further shipments, if not closed his contract entirely. We continued making shipments on his contract regardless of the war and would appreciate your advice as to whether or not we did right.—Grain Exporter.

Ans.: The contract specifies the delivery of a certain amount of grain within a certain period, and if these deliveries were made the shipper lived up to the letter of the contract. If no clause exists in the contract relating to war there would have been no excuse for terminating obligations to the foreign receiver and had such action been taken he would have had reason to claim damages.

Carrier Liable for Failure to Furnish Cars?

Grain Dealers Journal: On Oct. 23 we ordered a car for shelled corn to go to Georgia which sale was made for ten days shipment. We received car late Saturday evening, Oct. 31, in which to load this corn and car corn went forward Nov. 2 and Nov. 3 at noon we received telegram canceling the order for not getting corn out on contract time. We therefore had to sell this corn at a loss of \$98.32 on account of declining markets.

Is the railroad company responsible and liable for damage when it does not furnish cars promptly?—Rockport Milling Co., Rockport, Ind.

Ans.: The railroad company is liable for failure to furnish cars in a reasonable time. Decisions of the courts so holding have been published in the *Grain Dealers Journal* of Jan. 10, 1914, page 57; Mar. 10, page 424; Mar. 25, page 500; June 10, page 948; Aug. 25, page 332, and Oct. 25, page 614.

The liability of the railroad company is made certain if the shipper informs the agent of the company when ordering the car that the sale has been made at a price contingent upon delivery at a certain time. All shippers would be more likely to get cars when wanted if they would order them in writing and keep a copy of their formal order.

Postage on Grain Samples.

Grain Dealers Journal: On page 694 of the *Journal* for Nov. 10, you have given certain information in regard to the postage on grain samples. This was not according to the ruling we had had from our Postmaster so we took the matter up with him again and he advises that the postage on samples is as given under amended Section 457 PL&R 1913 and states that "The rate of postage on parcels of seeds, cuttings, bulbs, roots, scions and plants weighing 4 ozs. or less is 1c per each ounce or fraction thereof, regardless of distance. Parcels weighing more than 4 ozs., the pound rate (parcel post rate) shall apply. These rates apply whether the articles are for planting or other purposes."

If this ruling is not correct we would like to be advised because as we are mailing a good many samples every day it makes quite a difference in our postage bill.—T. B. Hord Grain Co., Central City, Neb.

Ans.: The regulation under which the Central City postmaster is acting is not the latest, being that of 1913. The latest is that of Mar. 16, 1914, published on page 694 of the *Journal* of Nov. 10, strengthened by the regulation of Apr. 27, 1914, that these rates apply whether the articles are for planting or other purposes.

The Chicago postmaster informs us that many postmasters in the country are still obsessed by the notion that the lower rate is only applicable to a plant or seed suitable for propagation. The common interpretation and that followed at Chicago makes the low rate on all grain up to 8 ounces. The postmaster at Central City is overcharging postage on grain and seed samples.

Remedy for Overbidding Wanted.

Grain Dealers Journal: After being active in the grain business for nearly 30 years, during which time I have had occasion to tussle with many perplexing problems, I have given up hope of finding a remedy for our present local trouble. By stating the matter in your valued journal some dealer in another section may be able to assist.

While we have no ass'n locally we understand about what grain is worth, but the dealers do not hold together. One day the prices paid may be uniform and each dealer will get his share of the business, but the very next day some of the buyers, especially those working on a com'sn basis, will greatly overbid with the result that those who pay the highest prices get all of the business. The big question is "How may we get all of the dealers to make a fair test in arriving at the value of grain?" The common practice in our wheat belt is to buy wheat on test but much "over testing" is done with a consequent over bidding for that grain.

We have tried placing all of the buyers on straight salaries instead of com'sn's and for a time it seemed to solve the problem as they were then more particular in seeing that the wheat came up to test, but very soon a man buying on com'sn would appear and immediately the whole scheme would revert back to its starting point.—F. P. Hawthorne, McPherson, Kas.

Limit on Interest Charge

Grain Dealers Journal: I many times feel that there is a little injustice done the shipper in the matter of charging interest on drafts. For instance, I forward a shipment of grain to A on Nov. 10 and it arrives at destination the 11th. It is sold on the 12th and turned over to the buyer on the 13th. I get returns on it the 20th of the same month with interest charged on the draft which I forwarded on the 10th and which was presented the 11th. I ask, how long should I be obliged to pay interest on the draft mentioned?

Is there any rule governing the charging of interest on drafts? It has occurred to me that when the grain is sold and delivered the shipper should not be obliged to pay interest on the draft which was drawn on the 10th.—V. L. Anderson, Sheridan, Ill.

Ans.: Interest begins when the commission merchant pays the draft and stops when the commission merchant receives the payment from the buyer. The buyer can not pay for the grain until the weight is ascertained by unloading and putting thru the scales in the elevator, and the buyer pays for the grain the next day, stopping the interest charge.

In rare instances after the grain has been sold delay ensues in the physical movement of the car to transfer or to elevator, and the shipper pays the additional days' interest.

A limit to the interest thus chargeable to the shipper is provided for by Rule XXII of the Chicago Board of Trade, that "On all property not transferred or unloaded within seven business days, for any reason whatsoever, the purchaser shall pay 80% of the value of the grain on demand, for the grain so delayed, based on shipper's weights, or the capacity of the car; subject to final adjustment on official weights."

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Iowa Farmers Picking Out Rotten Ears.

Grain Dealers Journal: Corn in Iowa is coming to market in fine condition. Returns show most of it grading No. 3 and some No. 2 under the new rules. Much Iowa corn is down and some of it is rotten, but the grain dealers have instructed the farmers in advance to be sure to pick out the rotten corn before shelling. It is now a common sight to see farmers standing at their portable dumps picking out rotten corn before the corn goes into the crib. They also watch for rotten ears as the corn goes to the sheller.

This shows that by concerted, earnest efforts grain dealers can compel the farmers to bring in good corn. When the farmer is assured a heavy discount for off grade grain he will bring in his corn in better condition.

The new grades are in force at destination. Why shud a dealer continue to put a premium on poor corn by paying the same price for good and poor corn? Save your bank account and buy on same terms under which you must sell.—Shoreham White.

Importing Manchurian Corn.

Grain Dealers Journal: We are pleased to mail you under separate cover a sample of Manchurian Corn. We are unable to give you the exact amount of Manchurian Corn imported into this country. We are at the present time importing 400 tons per month, having done so for the past several months. The corn comes in dry and this sample we are sending is merely an average lot. The corn comes in second hand sax, weighing about 180 lbs. each, and the price has been and still is somewhat under the Eastern market.—Yours



Manchurian Corn Being Imported at Seattle.

truly, The Chas. H. Lilly Co., by Chapman, Seattle, Wash.

A Serious Drawback to City Weights.

Grain Dealers Journal: Our city authorities weigh all the grain we buy over city scales. A short time ago a farmer brot us a load of wheat and after weighing his empty, he brot the ticket to me for settlement. I thot that the net weight was large as compared with the size of the load. I paid for the wheat and then started an investigation. My farmer friend had brot in a 300-lb. plow on his load of wheat, of course the blacksmith shop was conveniently near after the load was weighed and the city weighmaster, who really has no interest except to get his fee, was blind as to the plow. I compelled the farmer to refund the money for 300 lbs. of "wheat" as represented by the plow. I often wonder how many farmer boys, girls, wives and sweethearts sell themselves as wheat by being weighed on the load and forgetting to be weighed on the empty.—Iowa Dealer.

How the Elevator Was Saved.

Grain Dealers Journal: Our fire occurred on July 10. We regard its beginning a mystery and its end a miracle. The fire occurred in the cob bin which is attached to the south side of the elevator and seems to have originated near the top of the small pile of cobs and shucks which remained in the bin. The cause is mere speculation and the best guesser might be far from the actual truth.

Two theories seem plausible, first that sparrows which nested freely near the top of the cob bin might have carried a lighted straw in at the opening near the top and let it fall on the chaff and shucks in the bin. Second that a cigar stub might have been carried up the leg of the elevator and over the cleaner and dropped through the chute into the bin. My nine year old boy was the first to notice the smoke from the vent at the top of the bin (see illustration) and notified his mother who immediately telephoned the fire department. While there is no specific organization, there is such an understanding that it requires but a short time to get a force of men out to fight a fire in our village which is equipped with a good system of water works.

Our elevator force had hardly discovered the fire until the hose cart was in sight and the hose was plying water on the flames. The fire had gained such headway however that it seemed impossible that it should be overcome. Yet as the flames were entirely confined to the cob bin the good soaking given it, finally extinguished the fire and victory was ours with a loss of little over \$200.00.

Our experience proves that it does not pay to give up no matter how serious the fire seems to be. In case of fire, fight just as though you had to put it out and the chances are that much property will be saved. There were cries in the crowd of on-lookers to stop the effort and save the water, which, had they heeded, would have resulted in the loss of the entire property.

At the time we were in the midst of threshing wheat, and six or eight threshing machines were sending wheat to the elevator. The elevator contained about

12,000 bus. of wheat. Work in the elevator however was resumed in an hour after the subjection of the flames. The siding of the entire side on the east of the cob bin was nearly burned thru.

We expect to place a wire netting around the top of the cob bin which for different reasons should be left open, in order to keep the sparrows out. We want to exclude this possibility of fire in the future.—Respectfully, F. S. Betz, manager Cerro Gordo Grain Co., Cerro Gordo, Ill.

Discounting Corn for Moisture.

Grain Dealers Journal: With regard to discounting corn 1 cent per bushel for each 1 per cent of moisture over 19.5%, I agree with Mr. Beggs, in this column Nov. 10, that this is unfair when the price of corn is low. On the other hand buyers for certain purposes know what they require and should be permitted to specify the moisture content permissible in such a way as to discourage the shipment to them of corn that they cannot use.

One large user of corn at an interior Iowa point gives the seller a fair deal by paying a corresponding premium for dry corn. The same firm also gives the shipper the privilege of reconsigning grain elsewhere when unfit for its use. Its card bid provides:

Corn testing under 19½% moisture will be subject to a premium or ¼c per bu. for each ¼% of moisture under 19½%.

Corn testing in excess of 19½% moisture and up to a maximum of 25% will be subject to a reduction of ¼c per bu. for each ¼% moisture over 19½%, providing it grades in all other respects equal to No. 4 Corn.

Corn testing in excess of 25% moisture or otherwise poor in quality below No. 4 grade will be settled for by deducting the market difference between contract grade and sample grade date of unloading.

If unfit for our use, shipper, has the option to reconsign to any com's firm requested on payment of draft. On shipments rejected other shipments must be made to replace them.

Quite likely when prices get down the buyers will change their rules to make the discount, say, ½ cent for each 1 per cent extra moisture over 19.5.—T. W. Pratt.



Cob Bin Attached to Cerro Gordo Elvtr.

Adulteration of Grain and Seed.

Grain Dealers Journal: In parts of Kansas we have been troubled a great deal by carelessness in threshing, very often a large amount of weed seed being mixed with wheat. Our state food and drugs law does not permit of this seed in "significant quantities," and if the weed seed is present in such quantities the state considers it an adulteration.

For a long time there was much dispute as to what constituted a "significant" quantity, but this was finally determined as $\frac{1}{2}$ lb. to the bu. The state informed the trade generally that action will be taken wherever it was found such adulteration has been practiced. This applies not only to weed seed, but is true of mixing any other seed with grain, or even permitting spoiled or sprouted grains to become mixed with pure wheat providing the poor product is shown to be greater than $\frac{1}{2}$ lb. to the bu.

The Dep't of the Kansas State Board of Health has taken an active part in the fight against impure wheat and the results obtained within the last year have aided in giving the world a better quality of Kansas wheat at an increased value to the state. The threshers of the wheat belt, after much controversy with the grain dealer, the farmer and the board of health have come to realize the importance of using greater care in their work, thereby giving to the farmer a pure product, of which we are all proud.—A Kansas Dealer.

Cost of Handling Grain.

Grain Dealers Journal: Several months ago you had some interesting articles on the "Costs of Handling Grain." I wish to submit my statement. It will be noted that my expense account is not itemized but it covers salaries, taxes, insurance, fuel, repairs and in fact all of our expenses with the exception of interest on investment and on surplus capital and there is no allowance for depreciation:

Statement of Business Transacted for the Year Ending March 31, 1914.

	Bushels handed in	Average price paid	Profit per bushel
Corn	199,872	.6006	3,675.00
Wheat	116,142	.7865	2,511.25
Barley	3,368	.6525	420.55
Oats	4,915	.3943	190.26
Rye	208	.4852	17.47
Coal, tons	743	7.604*	473.28
Cobs .....	.....	.....	44.85
Totals	324,535	7,332.66	.02113
Less exp.		3,330.15	.01026
Net profit.		4,002.51	.01087

*Price sold for.

If we shud compute interest charges and depreciation we wud have the following charges to add to the above accounts: Surplus and capital stock, \$24,-

223.55 at 6%.....\$1,453.41
Depreciation on property, \$14,-
480 at 5%..... 724.00

\$2,177.41

Interest and depreciation expense
per bu..... .00670
Handling expense per bu..... .01026

Total expense per bu..... .01696

Yours truly, A. D. Post, mgr. Farmers Elvtr. Co., Onawa, Ia.

National Industrial Traffic League Meeting at Chicago.

At the annual meeting of the National Industrial Traffic League, held at the Congress hotel, Chicago, Nov. 12-13, delays on the part of carriers in making known new tariffs to shippers was one of the first propositions taken up. As the shipper should be advised as early as possible on the matter of rates or changes in rates, it is proposed to lay the subject before the Interstate Commerce Com'sn in an endeavor to have that body compel the railroads to be more prompt.

One case of a Henderson, Ky., shipper was cited, wherein the railroad agent, not knowing the rate to destination tried to find it among his files. He brot out a schedule which later proved to be much higher than the one he was seeking, and shipment was made accordingly. As soon as the shipper found that he had been overcharged he filed a claim, but the Com'sn ruled that inasmuch as the proper tariff was on file at Washington no reparation was possible. Therefore the league suggested that carriers advise shippers along their rights of way fully and promptly regarding changes in rates.

The Com'sn has allowed for two kinds of reparation to shippers, one where discrimination has been shown and the other where the shipper has paid an excessive rate. The shipper, however, must show that he is entitled to reparation and when he has a grievance owing to an excessive rate it is very often a difficult matter to prove anything, with the constantly revised tariffs.

Postal-card notification of shipments, where the local address has been omitted, has caused much annoyance in all trades. The post office department has ruled that where a postal is mailed without a local address the card will be sent to the general delivery dep't to be held subject to call. As a great many railroads notify the terminal market men of shipments in this way it works a hardship on the trade when the cards are not delivered so it is suggested that railroads and shippers discontinue the penny service unless the local address is known. If a stamped envelope be used to notify consignee it will be given directory service when the street address is not given.

On shipments of grain or other commodities the shipper may find two rates between his city and the destination of the consignment; one is a thru rate and the other a combination of local rates. The ruling up to the present time has been that where there is a thru rate it must be used, and this has in many instances been higher than the combination of locals. The League recommended at its meeting the appointment of a com'ite to petition the Interstate Commerce Com'sn to the effect that where this condition prevails the shipper may use the lowest of the two rates, or in other words the thru rate should never be higher than a combination of the locals.

The advantages of the Pomerene bill were set forth, and every member in attendance was asked to help flood Congress with literature asking for its adoption.

The Com'ite on Rate Construction made its report to the meeting, two of its recommendations being as follows:

Where a shipment or a portion of a shipment has been lost or damaged, and a duplicate shipment is made to replace that which was lost or damaged the freight charges on such duplicate shipment shall be cancelled.

Freight that is damaged in transit, or refused for causes for which the carrier is responsible, shall upon instructions to the claim agent, be returned to point of origin free of charge.

The following officers were unanimously re-elected to serve for another term: H. G. Wilson, Toledo, O., pres.; O. F. Bell, Chicago, sec'y-treas.; D. P. Chindblom, ass't sec'y; J. Keavy, vice-pres.

The next meeting of the League will be held at Memphis, Tenn., about Mar. 1. The summer meeting will very likely go to San Francisco as the Fair Com'ite has made some very attractive inducements to draw the members to that city next summer.

Wm. S. Jackson Dead.

William S. Jackson, former president of the Board of Trade, Chicago, died Nov. 18, after a brief illness. At the time of his death Mr. Jackson was at the head of Jackson Bros. & Co.

Mr. Jackson was one of the pioneers of the Chicago Board of Trade, his membership dating back to Nov., 1872. In 1904 he was elected to the presidency of that institution and was re-elected the following year. At the present time two brothers and two sons have memberships.

The sound judgment of Mr. Jackson was always appreciated and his advice sought on the constantly altering conditions of the trade. His death leaves a vacancy in grain circles which it will be difficult to fill.

Born at Adrian, Mich., in 1841, Mr. Jackson moved to Chicago in 1875, 3 years after taking a membership in the Board of Trade. Since making his residence here he has been active up to the time of his death, in anything which proposed the betterment of the city's social or business conditions. As president of the special park commission a few years ago he accomplished a number of big improvements for the city's welfare. To further assist in the development of the city Mr. Jackson served in the council for a number of years. He is survived by Mrs. Jackson and three sons.



Wm. S. Jackson, Chicago, Deceased.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Alberta, Nov. 10.—The total yield of fall wheat in Alberta was 4,252,000 bus.; spring wheat 23,219,000 bus.; oats 54,523,000 bus.; barley 4,681,000 bus.; rye 44,000 bus.; peas 7,000 bus., and mixed grains 57,000 bus.; compared with 4,242,000 bus. fall wheat; 30,130,000 bus. spring wheat; 71,542,000 bus. oats; 6,334,000 bus. barley; 398,000 bus. rye; 8,500 bus. peas, and 73,000 bus. mixed grains in 1913.—Dept. of Trade and Commerce, Ottawa.

Saskatchewan, Nov. 10.—Final estimate places 1914 wheat acreage at 6,003,522 acres which is 4.2% over last year; yield per acre 12.42 bus.; total yield 74,610,643 bus., or 66.3% of last year's crop. Oats acreage 2,792,611 acres, or 5.84% increase; yield per acre 23.83 bus.; total yield 66,698,953 bus. which is 60.5% of last year's crop. Barley acreage 313,537 acres, an increase of 2.07%; yield per acre 17.94 bus.; total yield 5,627,783 bus.—Dept. of Agriculture.

Manitoba, Nov. 10.—The total yield of fall wheat in Manitoba on Oct. 1 was 324,000 bus.; spring wheat 37,090,000 bus.; oats 34,925,000 bus.; barley 8,644,000 bus.; rye 87,000 bus., and mixed grains 31,000 bus.; compared with 388,000 bus. fall wheat; 52,943,000 bus. spring wheat; 56,759,000 bus. oats; 14,305,000 bus. barley; 103,000 bus. rye and 41,000 bus. mixed grains on the corresponding date in 1913.—Dept. of Trade and Commerce, Ottawa.

Ottawa, Ont., Nov. 10.—The total area of 1914 cereal crops throughout Canada was as follows: fall and spring wheat, 10,293,900 acres; oats, 10,061,500 acres; barley 1,495,600 acres; rye, 111,280 acres; peas, 205,950 acres; beans, 43,830; buckwheat, 354,400 acres; mixed grains, 463,300 acres; corn for husking, 256,000 acres; compared with 11,015,000 acres fall and spring wheat; 10,434,000 acres oats; 1,613,000 acres barley; 119,300 acres rye; 218,980 acres peas; 46,200 acres beans; 380,700 acres buckwheat; 473,800 acres mixed grains; and 278,000 acres corn for husking in 1913. The estimated yield per acre is placed at 15.37 bus. of fall and spring wheat; 30.95 bus. of oats; 23.06 bus. of barley; 20.29 bus. of rye; 17.17 bus. of peas; 18.79 bus. of beans; 25.84 bus. of buckwheat; 35.52 bus. of mixed grains and 57.55 bus. of corn for husking; compared with 21.04 bus. fall and spring wheat; 38.78 bus. of oats; 29.96 bus. of barley; 19.78 bus. of rye; 18.05 bus. of peas; 17.19 bus. of beans; 21.99 bus. of buckwheat; 33.33 bus. of mixed grains and 60.30 bus. of corn for husking, the yield for 1913. The total yield amount to 158,223,000 bus. of fall and spring wheat, 311,426,000 bus. of oats; 34,591,000 bus. of barley; 2,258,000 bus. of rye; 3,537,100 bus. of peas; 823,400 bus. of beans; 9,159,000 bus. of buckwheat; 16,458,000 bus. of mixed grains and 14,732,000 bus. of corn for husking; compared with 231,717,000 bus. of fall and spring wheat; 404,669,000 bus. of oats; 48,319,000 bus. of barley; 2,300,000 bus. of rye; 3,951,800 bus. of peas; 793,300 bus. of beans; 8,372,000 bus. of buckwheat; 15,792,000 bus. of mixed grains and 16,768,000 bus. of corn for husking in 1913.—Dept. of Trade and Commerce.

Ontario, Nov. 15.—New fall wheat in this province never promised better; ground at seeding was in fine tilth; catch was perfect; copious rains and warm weather brot young fields along until now only fear is that luxuriant growth may have given plants too much top for entering winter; few complaints of Hessian fly and wire-worm, but only slight injury has been done by these and other insects. Season of 1914 may be described as a fall wheat one; increase in acreage one of largest on record; sowing ranged from last week of

August to end of September; most being done during first 2 weeks of September. Dawson's golden chaff variety most largely sown although about 40 other kinds are named. It is estimated acreage will be increased 140,000 acres or over 20%. Fall wheat falls below average of recent years; few report grain shrunken but majority report medium weight; straw generally good quality; not much spring wheat grown here; crop has been good, both yield and quality; barley best cereal this season; yield well over average; grain good color altho not up to last year in plumpness; straw good quality but short in length. Oats average yield; light weight; suffered from midsummer drouth and later rains, and army worm, grasshoppers and rust; general return satisfactory; straw fair in quality. Rye acreage small; crop well up to average in yield, quality and straw; much of rye grown is used for green feed; both yield and quality peas poor; complaints of injury by weevil and drouth, damaged by rain at time of pulling; early sown did best. Beans decreasing in popularity as field crop; yield fair, drouth during early growth and rains later on injured quality. Buckwheat good; some late harvested damaged by rain; complaints of injury by grasshoppers and few early frost reports. Corn successful crop; well cobbed; warm open fall ensured perfect maturing; little injury from frost. Fall wheat acreage for 1914 was 685,692 acres; spring wheat 118,607 acres; barley 579,473 acres; oats 2,776,883 acres; rye 138,913 acres; buckwheat 177,227 acres; peas 177,856 acres; corn for husking 290,817 acres; beans 51,149 acres, and mixed grains 456,631 acres. Yield per acre of fall wheat was 20.9 bus.; spring wheat 18.3 bus.; barley 31.2 bus.; oats 37.3 bus.; rye 16.7 bus.; buckwheat 24 bus.; peas 14.7 bus.; corn for husking 80 bus.; beans 16.3 bus. and mixed grains 36.9 bus.; compared with 24.7 bus. fall wheat; 17.7 bus. spring wheat; 29.3 bus. barley; 36.5 bus. oats; 16.7 bus. rye; 17.6 bus. buckwheat; 17.5 bus. peas; 15.3 bus. corn for husking 74.1 bus.; beans and 36.5 bus. mixed grains for 1913. Total yield fall wheat 14,333,548 bus.; spring wheat 2,169,425 bus.; barley 18,096,755 bus.; oats 103,564,322 bus.; rye 2,315,532 bus.; buckwheat 4,251,421 bus.; peas 2,609,585 bus.; corn for husking 23,232,360 bus. (in ear); beans 835,895 bus., and mixed grains 16,854,550 bus.; compared with 15,945,717 bus. fall wheat; 2,068,951 bus. spring wheat; 18,255,958 bus. barley; 98,426,902 bus. oats; 1,979,775 bus. rye; 4,012,418 bus. buckwheat; 3,108,263 bus. peas; corn for husking 22,214,014 bus. (in ear); 1,021,243 bus. beans and 15,113,480 bus. mixed grains for 1913.—Dept. of Agriculture.

ILLINOIS.

Ashton, Ill., Nov. 21.—Corn will average 50 bus.; fine quality.—S. T. Zeller.

Windsor, Ill., Nov. 11.—Quality corn excellent; yield 25 to 60 bus.—J. H. Wallace, pres. Windsor Grain Co.

Palestine, Ill., Nov. 19.—Wheat looks fine; some fly; acreage largest ever sown in this section.—J. G. Welton Grain Co.

Illinois, Nov. 21.—Corn best quality harvested in years; yield for state will be about 310,000,000 bus.—S. W. Strong, sec'y Ill. G. D. A.

Industry, Ill., Nov. 18.—Wheat acreage increased 10% over last fall; corn made 35 to 45 bus.; oats crop was short.—Sullivan & Jewison.

Rooks Creek (Pontiac p. o.), Ill., Nov. 6.—Corn averaging 10 bus. in this vicinity; less than was raised last year, but quality will be considerably better.—Jas. McMahon, mgr. Rooks Creek Farmers' Grain Co.

Bloomington, Ill., Nov. 17.—Corn finest quality; driest I have ever known; worm damage in evidence in some sections; on the whole, quality, irrespective of moisture, is excellent. This section has had less than 50% normal rainfall this year; surface is dry and sub-surface moisture exhausted. It will be unfortunate if we do not have a great deal of rain before ground becomes thoroughly frozen.—R. C. Baldwin, Baldwin Grain Co.

Chicago, Nov. 14.—The average yield of corn is 26.3 bus. per acre. This is fully 10% greater than expected and is accounted for by the timely arrival of rains in August and September. The total yield of corn is estimated at 2,754,270,000 bus.—B. W. Snow.

INDIANA.

Marshfield, Ind., Nov. 11.—Corn fine quality; yield not so large.—Wolfram Grain Co.

IOWA.

Perry, Ia., Nov. 17.—Corn averaging 40 bus.; quality fine.—W. R. Grant.

Gowrie, Ia., Nov. 17.—Corn averaging 47 bus.; quality fine.—P. J. Harvey.

Sloan, Ia., Nov. 14.—Corn averaging 30 bus.; quality fine.—Bert Stoddard.

Wall Lake, Ia., Nov. 16.—Corn averaging 60 bus.; quality fine.—Wm. Claussen.

Ida Grove, Ia., Nov. 16.—Corn averaging 40 bus.; quality fine.—C. C. Crawford.

Melbourne, Ia., Nov. 20.—Corn averaging 40 bus., quality better than usual.—E. G. Miller.

Moneta, Ia., Nov. 16.—Quality of new corn good; weighs good.—Roy Pheteplace, agt. C. H. Betts.

Angus, Ia., Nov. 16.—Corn averaging 50 bus., quality good.—J. S. Garvin, agt. Brown Grain Co.

Waukeee, Ia., Nov. 18.—Corn averaging 35 bus.; quality fair.—E. E. Ozburn, mgr. Farmers Elvtr. Co.

Danbury, Ia.—Corn averaging 35 bus.; much corn down and it has many rotten ears.—Mike Burke.

Callender, Ia., Nov. 17.—Corn averaging 50 bus.; quality fine.—Nels Pearson, mgr. Callender Grain Co.

Hubbard, Ia., Nov. 14.—Corn yield not large but quality good.—H. Baien, Jr., mgr. Quaker Oats Co.

Battle Creek, Ia., Nov. 17.—Corn averaging 35 bus.; quality fine.—J. B. Brown, agt. Trans-Miss. Grain Co.

Grand Junction, Ia., Nov. 17.—Corn good quality; will average 37 bus.—F. C. Harvey, mgr. Farmers Elvtr. Co.

Odebolt, Ia., Nov. 16.—Corn will average 50 bus., quality fine; some corn is down badly.—Reuber & Bruce.

Alvord, Ia., Nov. 14.—Corn crop good; quality fine; yield 45 to 60 bus.—Wm. Barron, agt. Thorpe Elvtr. Co.

Arthur, Ia., Nov. 16.—Corn averaging 45 bus., quality fine.—R. C. Stewardson, mgr. Arthur Co-operative Elvtr. Co.

Madrid, Ia., Nov. 16.—New corn in good condition for this time of year.—Leonard E. Johnson, Johnson & Lundahl.

Mapleton, Ia., Nov. 16.—Corn averaging 40 bus.; quality fine; fall wheat looking fine.—H. E. Replogle, mgr. Mapleton Mfg. Co.

Ware, Ia., Nov. 23.—Quality new corn best ever had for years; yields from 55 to 70 bus.—R. H. Patterson, agt. Quaker Oats Co.

Dallas Center, Ia., Nov. 18.—Corn east of town will average 30 to 75 bus.; west of town 10 to 40 bus.; quality good.—Robt. Whitaker.

Kingsley, Ia., Nov. 13.—Corn yielding 5 to 35 bus. in this vicinity; testing 15 to 18% moisture.—W. H. Creasey, mgr. Farmers Elvtr. Co.

Mingo, Ia., Nov. 20.—Corn will average 35 bus.; quality good; grading No. 2 and 3 under new rules.—C. M. Nutter, agt. Squires Grain Co.

Dana, Ia., Nov. 17.—Corn averaging 50 bus.; quality fine; most of it will grade No. 3 under new rules.—G. E. Meredith, mgr. Brenton-McColl Co.

Castana, Ia., Nov. 14.—Corn averaging 40 bus.; quality good; fall wheat fine; acreage 20% less than last year.—W. R. Rock, agt. Trans-Miss. Grain Co.

Salix, Ia., Nov. 14.—Corn averaging 25 bus.; quality fine; wheat looking fair; growth may be too rank; some of it foot high.—O. G. Fortin, agt. Updike Grain Co.

Hornick, Ia., Nov. 21.—Corn crop light; first class quality; grading No. 3 and 4 under the federal grades. Winter wheat crop heavy going as high as 44 bus.—John F. Burns, mgr. Tiedeman Elvtr. Co.

KANSAS.

Norwich, Kan., Nov. 16.—Seeding about completed; condition good.—Bartlett Grain Co.

Barnard, Kan., Nov. 14.—Wheat looking tolerably well; needs moisture badly.—J. M. Venard, agrt. Jackman Roller Mills.

Belleville, Kan., Nov. 14.—Wheat looks well with exception dry weather; ground very dry; needs rain badly.—E. A. Fulcomer.

Hazleton, Kan., Nov. 20.—Wheat acreage about same as last year; some complaints of Hessian fly and dry weather; no corn here.—E. W. Olson.

Topeka, Kan., Nov. 21.—Wheat yield for state amounted to 180,924,885 bus., which is twice as much as state's next best yield and 25% better than any other state has ever produced. Winter wheat acreage was 9,061,971 acres and spring wheat 54,212 acres, total acreage 9,116,184 acres; yield per acre was 19.85 bus. Spring wheat output was 549,843 bus.; quality grades high.—J. C. Mohler, sec'y State Board of Agriculture.

KENTUCKY.

Owensboro, Ky., Nov. 14.—Corn crop fairly good but very heavy.—Rapier Sugar Feed Co.

MINNESOTA.

Minneota, Minn., Nov. 20.—Quality new corn good; grading No. 2 and 3.—T. F. Dahl.

Pipestone, Minn., Nov. 14.—Corn best ever known here both in yield and quality.—I. L. Demaray.

Renville, Minn., Nov. 19.—Small grain inferior quality; yield light; yield and quality corn excellent.—Farmers Elvtr. Co.

Ashby, Minn., Nov. 10.—Crops poor this fall; grading Nos. 2, 3 and 4; wheat averaging about 10 bus.; oats 25 bus.—C. E. Thorstenson, agrt. Northwestern Elvtr. Co.

Welcome, Minn., Nov. 16.—Moisture test of new corn will not exceed 17%; some new corn from this county graded No. 3 white on Milwaukee market.—J. Gerber, agrt. Independent Grain & Lbr. Co.

MISSOURI.

Harris, Mo., Nov. 12.—Winter wheat acreage largest ever sown here; prospects encouraging; corn average yield.—G. L. Johnston Elvtr. Co.

Ash Grove, Mo., Nov. 19.—Wheat acreage increased 25% over last year; nearly all is late sown; early wheat shows infection of fly but to no great extent; as a whole growing wheat looks fine; even late sown is up; well rooted; corn crop of this state much larger than last year.—Ed Hasenwinkle, Graham & Martin Grain Co., St. Louis, Mo.

MONTANA.

Oxford, Mont., Nov. 20.—Crop shorter than last year; quality not as good.—S. E. Robinson.

Geraldine, Mont., Nov. 11.—Some farmers sowing wheat still; large acreage has been sown.—H. S. Compton, agrt. Gallatin Valley Elvtr. Co.

NEBRASKA.

Winslow, Neb., Nov. 10.—Corn making 40 bus.—E. O. Spielberg Co.

Cowles, Neb., Nov. 20.—Fall wheat needs rain badly.—Chas. W. Wood.

Mitchell, Neb., Nov. 9.—Grain crop short this year.—R. M. Ireland, agrt. Aurora Mfg. Co.

Osmond, Neb., Nov. 10.—Corn and oats about 2% crop.—J. L. Dennis, Farmers Grain & L. S. Co.

Leroy sta. (Ayr p. o.), Neb., Nov. 11.—Oats good crop but little raised here.—Jas. A. Finnerty.

Carroll, Neb., Nov. 18.—Corn making about 25 bus.—H. Fitz Simmons, agrt. P. B. Mann-Anchor Co.

Petersburg, Neb.—Corn averaging 25 bus.; farmers about thru picking.—G. A. Peters, agrt. Updike Grain Co.

Eddyville, Neb., Nov. 11.—Fall wheat needs rain badly; little grain in this vicinity this year.—W. D. Gray, agrt. D. Wort.

Wabash, Neb., Nov. 10.—Corn making 40 to 60 bus.; some wheat destroyed by Hessian fly; some farmers have planted over again.—Wabash Grain Co.

Harvard, Neb., Nov. 6.—Fall wheat acreage normal; crop looking good; corn spotted; yielding from 10 to 40 bus.—A. Z. Megrue, agrt. Updike Grain Co.

Hastings, Neb., Nov. 10.—Many reports of Hessian fly and dry weather; fly is doing considerable damage; more in early than in late sown wheat; some of the early sown looks very bad.—E. Stockham.

NORTH DAKOTA.

Colfax, N. D., Nov. 17.—Crops poor.—A. Friske, formerly agrt. St. Anthony & Dakota Grain Co.

Colfax, N. D., Nov. 17.—Crops very poor in this vicinity.—St. Anthony & Dakota Elvtr. Co., Minneapolis, Minn.

Kildeer sta. (Manning p. o.), N. D., Nov. 16.—Wheat averaged 17 bus.; 85% grades No. 1 northern.—C. W. Knapp, agrt. Powers Elvtr. Co.

OHIO.

Houston, O., Nov. 6.—Corn crop good in this territory.—C. H. Ginn, mgr. Farmers Elvtr. Co.

Columbus, O., Nov. 10.—Condition winter wheat 101%; same as last year; acreage increased 5% over last fall or 1,836,000 acres; corn 93% of average crop; condition for October 89%; compared with 84% for November last year; rye condition 98%.—Ohio Dept. of Agriculture.

OKLAHOMA.

Tyrone, Okla., Nov. 19.—About 85% acreage sown to wheat; looking fine; plenty of moisture.—Geo. Meader, agrt. Liberal Elvtr. Co.

Vici, Okla., Nov. 17.—Crops in this vicinity good this year; farmers sowing wheat still; condition growing wheat good.—W. H. Edwards, agrt. Alva Roller Mills.

Peckham, Okla., Nov. 16.—Wheat acreage increased 50% over last year; looking fine; making fine growth; somewhat in need of moisture; ground a little too dry for wheat to go into winter; oats acreage next spring will probably be large.—C. A. & W. E. Rollins.

SOUTH DAKOTA.

Tripp, S. D., Nov. 10.—Hardly any crop in this vicinity.—J. C. Raugust, Emery.

Pierre, S. D., Nov. 10.—What corn that is planted is good.—J. C. Bokett, mgr. Pierre Hay & Feed Co.

Crandon, S. D., Nov. 10.—Wheat yielded well; from 10 to 20 bus.—G. G. Stahl, mgr. Farmers Elvtr. Co.

TEXAS.

Texas, Nov. 10.—The 1914 rice yield is 8,330,000 bus.—U. S. Dept. of Agriculture.

Glazier, Tex., Nov. 18.—Crops about all made; yield good; better than for years; need rain for growing wheat.—R. L. Smith, mgr. Alva Roller Mills.

Ft. Worth, Tex., Nov. 14.—Recent rains seem to have been general over grain belt; will be of great benefit to wheat and fall oats already sown and up, will bring that, which was planted in dry ground, up; and will enable farmers to sow wheat and oats yet as it is not too late.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Washington, Oct. 30.—This year's crop is a record breaker for smut. The dockage for smut on 1,276 inspected cars was 1.11%, or 111 lbs. per 10,000 lbs. The total discount for smut and foul amounted to 1.18% compared with 2½ times greater dockage for foul only on 183,057 cars spring wheat inspected in 1913 at Minneapolis, according to the Washington grain inspection dept. of the Public Service Commission.

Washington, Nov. 19.—Many are putting aside much larger quantities wheat for seed than ever before; large acreage has been planted to winter wheat. Growers of

eastern Washington also are preparing to sow larger areas to wheat next year. F. W. Graham, western industrial agent for the Great Northern Railroad, says the farmers are preparing to put every acre they can into wheat.—F. C. D.

Seattle, Wash., Nov. 4.—Weather in the Palouse country, Washington, has turned warm and wheat and other crops are making rapid growth. There is enough moisture in ground to give grain a good start and farmers predict a big growth of wheat before cold weather sets in. Many farmers are plowing stubble fields and preparing for seeding this fall if the weather remains good; otherwise fields will be planted to grain early in spring.—F. C. D.

H. E. Rycroft Dead.

The sudden death of Herbert Edward Rycroft, pres. of Bartlett-Frazier Co., Chicago, was a shock to the grain trade of the country as he was at his office, and in apparently perfect health the day before he died. He was taken ill at his home Saturday morning, Nov. 21, and died that evening. He is survived by his wife, four daughters and two sons.

Funeral services were held from the Rycroft residence, 4541 Forrestville Ave., Tuesday, at 2:00 p. m., with the following active pallbearers: Mr. James A. Patten, Chas. B. Pierce, F. F. Williams, Geo. E. Fuller, C. A. Wightman, E. D. W. Pogue, B. W. Snow and A. T. Martin. Interment was at Calvary.

Mr. Rycroft was born in Liverpool, England, April 4, 1865, and entered the grain business in that city with the firm of Proctor & Co., where he obtained a thorough knowledge of all branches of the business. In 1885 he became connected with Bartlett-Frazier & Co., Chicago, and at the time of his death was President of that concern.



H. E. Rycroft, Chicago, Deceased.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Dalemead sta. (Langdon p. o.), Alta., Nov. 19.—Having more than usual amount of snow for this time of year; good movement of oats to this market; considerable grain will be held by farmers until spring; they expect to get higher prices then for it.—Ray S. Drake.

IDAHO.

Idaho, Nov. 19.—About 25% wheat still in farmers hands.—F. C. D.

ILLINOIS.

Fidelity, Ill., Nov. 21.—Shipping in great deal of corn and retailing to farmers.—J. T. Darnielle.

Palestine, Ill., Nov. 19.—Prices are high; about 30% wheat in farmers hands.—J. G. Welton Grain Co.

Industry, Ill., Nov. 13.—About 15% wheat in farmers hands; farmers feeding biggest part of oats.—Sullivan & Jewison.

Windsor, Ill., Nov. 11.—Corn moving freely; handled 34,500 bus. ear corn last week, price 58 to 60c.—J. H. Wallace, pres. Windsor Grain Co.

Illinois, Nov. 21.—Present corn crop fully 1/2 husked and in crib; will be practically completed about Nov. 26.—S. W. Strong, sec'y Ill. G. D. A.

Bloomington, Ill., Nov. 17.—Farmers and dealers in this section selling very little grain to arrive; husking rapidly approaching completion.—Baldwin Grain Co.

Chicago, Ill., Nov. 14.—Only 2.5% of last year's corn crop remains on hand. This amounts to 61,932,000 bus. and is a smaller amount than carried over in any previous year. The carry over of last year amounted to 131,000,000. Our supply of 2,816,000,000 bus. the coming year will not be sufficient for local consumption from the fact that with 2,578,000,000 bus. last year, it was still necessary to import much of the product from Argentina. Wheat has been sown on 39,141,000 acres, an increase of 10%, and next year with favorable conditions it is believed a billion bus. may be grown of that grain, for the first time in the history of the country. The condition of the crop at this time, so far as general appearance is concerned, is better than normal, altho the growth is slightly deficient, due entirely to lateness of seeding.—B. W. Snow.

INDIANA.

Marshfield, Ind., Nov. 11.—We are shelling new corn now.—Wolfram Grain Co.

Lowell, Ind., Nov. 24.—New corn is in splendid condition. Some shipments have graded No. 2 and none have graded below 3. Samples I had tested a month ago contained 17.6 and 18% moisture. Farmers have just about finished husking and we look for an early movement.—C. E. Nichols.

IOWA.

Gowrie, Ia., Nov. 17.—Paying 55c for corn.—P. J. Harvey.

Sloan, Ia., Nov. 14.—Husking about all done.—Bert Stoddard.

Hornick, Ia., Nov. 21.—Corn movement light to date.—John F. Burns, mgr. Tiedemann Elvtr. Co.

Moneta, Ia., Nov. 16.—Husking about over; new corn coming in every day.—Roy Petepetplace, agt. C. H. Betts.

Alvord, Ia., Nov. 14.—Corn husking about 1/4 finished.—Wm. Barron, agt. Thorpe Elvtr. Co.

Kingsley, Ia., Nov. 13.—Husking nearly finished; new corn started to move.—W. H. Creasey, mgr. Farmers Elvtr. Co.

Ware, Ia., Nov. 23.—New corn beginning to move freely.—R. H. Patterson, agt. Quaker Oats Co.

Madrid, Ia., Nov. 16.—New corn coming to market freely; husking will be finished in 1 more week.—Leonard E. Johnson, Johnson & Lundahl.

Mingo, Ia., Nov. 20.—Wheat all moved; about 1/2 of oats left in farmers hands; old corn gone.—C. M. Nutter, agt. Squires Grain Co.

Waterloo, Ia., Nov. 21.—Corn husking will be finished next week; movement of new corn will be large; old corn all gone. Stocks of oats are small.—C. S. Bennett.

KANSAS.

Hazleton, Kan., Nov. 20.—About 75% of our big crop has moved; rest is held for \$1 or more.—E. W. Olson.

Enterprise, Kan., Nov. 9.—About 80% stack threshing completed, 50% wheat still in farmers hands.—The Hoffman Mills.

Topeka, Kan., Nov. 21.—About 44% wheat remains in farmers hands; reported holding for \$1.—J. C. Mohler, sec'y State Board of Agriculture.

Wilroads, Kan., Nov. 17.—Wheat about 1/2 in; farmers holding for \$1. Not much grain moving at present.—P. N. Holbrook, mgr. W. T. Shute Grain Co.

MINNESOTA.

Pipestone, Minn., Nov. 14.—Husking nearly finished.—I. L. Demaray.

Renville, Minn., Nov. 19.—Receipts run about 9/10 corn and 1/10 other grain.—Farmers Elvtr. Co.

Welcome, Minn., Nov. 16.—Shipped 3 cars new corn from this county last week; farmers well along with husking; look for new corn to come in freely from now on.—J. Gerber, agt. Independent Grain & Lbr. Co.

Minneota, Minn., Nov. 20.—Corn has been moving in great shape last 10 days; will be marketed freely as long as fine weather continues; considerable barley back in farmers hands but bulk of wheat is in.—T. F. Dahl.

MISSOURI.

Harris, Mo., Nov. 12.—Buying corn at 60c.—G. L. Johnston Elvtr. Co.

Ash Grove, Mo., Nov. 19.—Wheat movement from southwestern Missouri continues; fully 1/2 of 1914 crop still in farmers hands; free sellers at \$1; nearly every bus. shipped is going to St. Louis market; bulk is usually consumed by large local mills but this year they have filled storage capacity with only choice wheat. Some sections will be compelled to ship in corn, but nothing compared with last 2 years.—Ed Hasenwinkle, Graham & Martin Grain Co., St. Louis.

MONTANA.

Geraldine, Mont., Nov. 11.—Grain about all shipped from this section.—H. S. Compton, agt. Gallatin Valley Elvtr. Co.

Brocton, Mont., Nov. 16.—Little grain being marketed yet, as practically all grain marketed here comes from south side of Missouri River after it freezes up.—O. G. Lund, mgr. Farmers Elvtr. Co.

Daily Closing Prices.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.

Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.
Chicago	115 1/2	115 1/4	115 1/4	114 1/4	115	115 1/2	115 1/2	115	115 1/2	115 1/2	115 1/2	115 1/2
Minneapolis	114	113 1/2	114	113	113 1/4	112 1/2	113 1/2	113 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Duluth	115 1/2	114 1/2	115 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	115 1/2	115 1/2	115 1/2	115 1/2
St. Louis	112 1/2	111 1/2	112 1/2	110 1/2	111 1/2	111 1/2	111 1/2	111 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Kansas City	107 3/4	107 1/2	107 1/2	106 1/2	106 1/2	106 1/2	107	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Milwaukee	116	115 1/2	115 1/2	114 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Toledo	116 1/2	115 1/2	116 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Baltimore*	119 1/2	119	119 1/2	117 1/2	118 1/2	117 1/2	118 1/2	118 1/2	117 1/2	118 1/2	117 1/2	117 1/2
Winnipeg	118 1/2	117 1/2	117 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	117 1/2	116 1/2	117 1/2	117 1/2

DECEMBER CORN.

Kansas	68 1/2	68 1/2	69 1/2	68 1/2	68 1/2	67 1/2	67	66 1/2	66 1/2	65 1/2	65
Kansas City	64 1/2	64 1/2	65	64 1/2	64 1/2	63 1/2	63 1/2	63 1/2	63 1/2	62 1/2	62 1/2
St. Louis	67 1/2	66 1/2	67 1/2	66 1/2	66 1/2	65 1/2	65 1/2	66 1/2	66 1/2	65 1/2	64 1/2

*November delivery after Nov. 12.

NEBRASKA.

Cowles, Neb., Nov. 20.—Wheat movement slow at present; waiting for \$1.—Chas. W. Wood.

Osmond, Neb., Nov. 10.—Not much new corn offered so far.—J. L. Dennis, mgr. Farmers Grain & L. S. Co.

Carroll, Neb., Nov. 18.—Corn husking about done; not much moving yet.—H. Fitz Simmons, agt. P. B. Mann-Anchor Co.

Mitchell, Neb., Nov. 9.—Expect good movement of corn; considerable sheep feeding.—R. M. Ireland, agt. Aurora Mfg. Co.

Leroy sta. (Ayr p. o.), Neb., Nov. 10.—Wheat moving slowly; price 97c; no corn will be shipped out; about enuf raised for feed.—Jas. A. Finnerty.

NORTH DAKOTA.

Wilton, N. D., Nov. 14.—Threshing finished; about 70% grain marketed here.—J. A. Schroeder, mgr. Wilton Elvtr. Co.

OHIO.

Cardington, O., Nov. 17.—Nearly all grain here is fed; have to ship-in some wheat.—J. G. Mills.

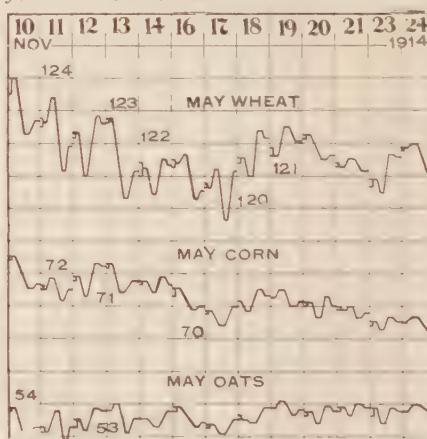
OREGON.

Baker City, Ore., Nov. 19.—Offerings of \$1.02 for bluestem and forty-fold and \$1 for club wheat failed to bring much grain from farmers who are holding for \$1.10.—F. C. D.

Portland, Ore., Nov. 19.—Receipts at this market to date were 9109 cars wheat, 1130 cars oats and 855 cars barley. It is estimated that 75% wheat crop of Oregon has left farmers hands.—F. C. D.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



SOUTH DAKOTA.

Crandon, S. D., Nov. 10.—Farmers selling stored wheat freely since it came up to \$1; no corn will be shipped out as feed of any kind is scarce.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Pierre, S. D., Nov. 10.—Not enuf corn to supply trade; hardly any oats in country; will have to ship in; may have 1 or 2 car-loads barley to ship east.—J. C. Bokett, mgr. Pierre Hay & Feed Co.

TEXAS.

Glazier, Tex., Nov. 18.—Wheat about $\frac{1}{2}$ marketed; farmers haul grain from 30 to 60 miles around to this market.—R. L. Smith, mgr. Alva Roller Mills.

WASHINGTON.

Seattle, Wash., Nov. 19.—Several grain shipments have been held up by earth slides in Panama Canal; movement of grain progressing fairly satisfactorily; little higher than normal now and I look for a very great increase from this time forward.—M. H. Houser.—D.

Seattle, Wash., Nov. 19.—In spite of heavy shipments of wheat in last 2 weeks, docks of Pacific Northwest ports are congested. This has its effect on buying and for a time transactions have relaxed, but it is predicted with clearing of warehouses more wheat will be brought out of the farmers' hands. About 75% wheat of Washington, has left farmers' hands.—F. C. D.

Washington, Nov. 19.—Receipts of wheat at Tacoma, Seattle and Portland for October were 4515 cars; compared with 5558 cars for October, 1913. Receipts for this season to date at Tacoma were 5743 cars wheat, 302 cars oats and 254 cars barley, and at Seattle, 4580 cars wheat, 709 cars oats and 445 cars barley. Seattle exported 236,294 bus. wheat during week ended Nov. 15.—F. C. D.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during September, 1914; compared with September, 1913; and for the 9 months ending Oct. 1, 1914; compared with the corresponding period end-

ing Oct. 1, 1913, as reported by A. H. Baldwin, Chief of the Buro of Statistics, were, in bus., as follows:

IMPORTS.

	September, 1914.	1913.	9 Mos. Ended Oct. 1, 1914.	1913.
Wheat	13,715	2,347	1,589,816	273,939
Corn	1,533,550	521,728	12,742,006	555,982
Oats	7,973	6,158	9,376,926	73,824
*Rice	9,888,822	21,014,793	214,601,900	185,677,599
Beans	103,925	70,594	1,275,864	628,462
Dr. peas	43,744	33,944	652,505	420,040

EXPORTS.

	September, 1914.	1913.	9 Mos. Ended Oct. 1, 1914.	1913.
Wh't	25,869,103	11,971,163	106,227,738	82,490,530
Corn	1,152,043	670,464	7,640,440	43,665,507
Oats	10,780,165	318,928	13,444,384	5,182,692
*Rice	10,449,817	1,937,235	30,643,941	29,221,804
Barley	2,781,286	251,454	10,703,739	11,227,559
Rye	712,035	145,960	2,621,107	1,906,165
Buckwheat	10	51	323	1,296
Beans and dr.	22,056	31,834	256,451	248,785

EXPORTS OF FOREIGN GRAINS.

Wheat	.....	.....	713,689	21,100
Corn	1,730	.....	10,811	21,584
Oats	3,063	.....	766,721	2,750
*Rice	4,154,150	1,686,879	20,437,177	10,369,909
Beans	7,522	4,868	31,900	21,028
Dr. peas	23,209	17,973	202,027	213,665

*Including cleaned and uncleansed rice, broken rice, rice flour, meal, bran and polish, stated in pounds.

Burning of Sunset Elevator, Galveston.

The Sunset Elevator at Galveston, Tex., containing 650,000 bus. of wheat and 140,000 bus. of corn, was burned Nov. 17.

The fire was first seen in the roof by B. Fish, foreman on the head floor, who had no idea as to the cause, and immediately turned in an alarm. One employee stated that the fire was caused by friction from a belt that had jumped its pulley.

For half an hour after it started at 11:30 a. m. the fire was confined to the top floor. By 12:30 it had penetrated downward thru the four floors above the bins, altho the automatic sprinklers, which were working perfectly, had been discharging a flood of water. Tons of sea water were thrown into the building by a powerful new fireboat, yet the flames worked their

way down the elevator legs and doomed the structure. The fire had been burning two hours when the fotograf reproduced herewith was taken.

Six firemen who had ventured to the top of the house with hand fire extinguishers found their escape by the freight elevator cut off and were saved by jumping 50 feet into a life net held on the roof of the drier building adjoining, 50 ft. high.

The elevator was of cribbed construction, covered with corrugated iron, and had a storage capacity of 1,000,000 bus. It had a capacity for unloading 175,000 bus. per 10 hours and for loading 30,000 bus. per hour into ships. About three-fourths of the grain exported thru Galveston was handled thru this house, which was used generally by the trade, including the Norris Grain Co. and Armour Grain Co., as well as the lessees, the J. Rosenbaum Grain Co. The burden of keeping export grain in motion now falls upon the Texas Star Mills and the Galveston Wharf Co., both operating smaller elevators.

The loss is said to be nearly \$1,000,000; fully insured. The plant was owned by the Southern Pacific Terminal Co. W. B. Scott, pres. of the Sunset-Central System, states that the house will be rebuilt in a substantial way and on the same site, as soon as plans can be prepared.

The burning of the house is a great misfortune to the trade, as Galveston was enjoying the heaviest export movement of grain in its history since the wheat harvest began, and handling facilities never were more needed. Two steamers were waiting to go under the spouts at the time of the fire.

A dust explosion on Mar. 30 blew out the side walls of the same house above the bins for a distance of 250 ft. A fire that ensued was extinguished by the sprinklers, 80,000 bus. of grain being damaged by water.



Burning of the Sunset Elevator at Galveston, Tex., Nov. 17, 1914.

Conference on Weight Variations and Shortages.

A conference was held in Chicago Nov. 14 between the Advisory Committee of the Grain Dealers' Nat'l Ass'n and com'tees representing the General Managers' and Freight Claim Associations of the railroads.

The object of the conference was to determine whether questions could be discussed by committees which would be of mutual interest to both shippers of grain and carriers engaged in its transportation.

All present were unanimous in the opinion that adherence to the following principles would prove mutually beneficial:

(a) The Advisory Committee of the Grain Dealers' Nat'l Ass'n is unanimous in expressing desire on behalf of its membership that carriers should deliver at destination the entire quantity of grain received by them at point of shipment.

(b) The committees representing carriers are unanimous in their endorsement of the principle that the carriers should furnish uniformly suitable equipment; namely, equipment that can be made grain tight by proper ordinary care in cooperating bulk grain in cars.

(c) The carriers were also unanimous in their conclusion that where grain is lost from cars due to carrier's negligence, the owner should be promptly reimbursed for any loss so incurred.

Naturally, the interest of the joint conference was at once directed to an ascertainment of the causes of loss or deterioration, whether due to the act of the carrier or the shipper or the receiver, or whether due to some inherent vice of the commodity itself.

The problem before the joint conference committee, therefore, was to ascertain by the most practicable means the several causes of variance between weights of the same shipment obtained on different scales.

The railroad com'ite dwelt at some length over the following causes for variations in weights:

SEVERAL OF THE PRIMARY CAUSES FOR VARIATION OF WEIGHT IN BULK GRAIN SHIPMENTS.

1. Inaccuracy due to

(a) Incorrect scales. (There are many reasons for incorrect weighing machines.)

(b) Inadequate weighing and handling facilities.

(c) Inadequate check weighing system.

2. Grain going astray between scale and car and between car and scales, due to

(a) Leaking loading spouts.

(b) Spills over grain doors at the points of loading.

(c) Defective unloading sinks and grain elevating legs.

(d) Leaking garners and scale slides.

3. Mixing the contents of cars in the process of loading and unloading due to

(a) Unloading grain into the receiving sinks against the weigher's signals.

(b) There are many practices conducive to mistakes in charging grain to cars that does not reach such cars.

4. Loss of weight due to normal wastage, also to natural shrinkage in wet and heating grain caused by evaporation.

5. Leakage in transit due to

(a) Improperly installed and insufficiently braced grain doors.

(b) Improperly and carelessly prepared cars.

(c) Defective car equipment.

(d) Rough handling of car equipment.

(e) Inspectors and samplers knocking off top boards of grain doors of cars when inspecting and sampling grain.

6. Unfair and unintelligent inspection of cars at unloading points.

7. Theft.

8. Failure to thoroughly clean the cars of all grain at the unloading sinks.

All recognized the importance of very close co-operation to the end that each and everyone of the foregoing causes may be safeguarded.

It was unanimously recognized that proper scales are essential to accurate grain weights and the interested committees endorsed the following suggestions of the six leading terminal weighmasters:

SUGGESTIONS FOR REGULATIONS GOVERNING SCALE INSTALLATION AND GRAIN WEIGHING TO BE ADOPTED FOR THE GUIDANCE OF GRAIN SHIPPERS AND ELEVATOR OPERATORS, AS RECOMMENDED BY SIX OF THE LEADING TERMINAL BOARD OF TRADE AND STATE GRAIN WEIGHMASTERS.

1. Scales:

(a) The bearings of all scales shall be of steel or inlaid with steel and properly hardened.

(b) The knife edges shall be straight and sharp their entire bearing width, and shall be hardened.

(c) All levers must be strong enough so that the amount of the deflection under full load will not affect the accuracy of the scale.

2. Scale Construction:

(a) When wood is used in the construction of the frame work of a scale, no spliced or "made-up" timbers shall be used, but each timber shall be of one piece.

(b) In framing the timbers of a scale the blue print or plan of construction as furnished by the manufacturer shall be closely followed.

(c) The workmanship on the entire framework shall be first-class.

(d) All levers and their connections shall be level and plumb.

3. Scale Foundations:

(a) Foundation for track and wagon scales shall be constructed of concrete, stone or hard brick.

(b) The same need for rigid foundations exists in the setting of hopper scales.

4. Track Scales shall be equipped with dead rails or dead platforms, or the scales shall be so located that engines will not pass on or over them.

5. The practice of placing the beams of hopper scales on the lower floors of elevators with the scales proper located in the cupolas and resting on the bin cribbings should be discouraged.

There shall be plenty of clear space on all four sides of the hoppers of all scales.

6. All scale pits shall be kept clean and shall be thoroughly drained.

8. Scale Testing:

(a) Scales shall be regularly tested by an experienced scale inspector at least twice a year.

(b) Wagon and small hopper scales shall be tested with not less than 1,000 lbs. of test weights.

(c) Hopper scales of 300 and 500 bushels capacity shall be tested with not less than 2,000 lbs. of test weights.

(d) Hopper scales of carload capacity shall be tested with at least 4,000 lbs. of test weights.

(e) All track scales shall be tested with at least 4,000 lbs. of test weights.

(f) All scales shall be tested empty and loaded to their working capacity.

(g) The grain shippers at each shipping station should collectively or individually purchase a set of test weights in order to insure frequent testing of each scale. This will enable them to place weights on their scales themselves from time to time between the regular tests. Where shippers own test weights they must be carefully handled at all times and protected against the weather and kept in a clean, dry place. A tightly covered box for their storage should be kept in each grain office where it is warm and dry. The warmth will prevent condensation of the moisture on the weights during extreme changes in temperature. These test weights can be proven and resealed from time to time by the scale inspector who makes the periodical scale tests.

9. A record of each test shall be kept, which shall include:

(a) Date of the test.

(b) The amount of error found, if any.

(c) The repairs made or recommended, if any.

(d) Date when the repairs recommended are completed.

(e) The name of the scale inspector making the test and making any repairs, also the name of the scale manufacturer, association, firm or individual with whom the scale inspector is associated.

10. The Hanger Weights of all scales shall be tested at the time each periodical test is made, and if worn light, they shall be resealed.

(a) A complete record of any error found in the hanger weights shall be kept.

11. Operation of Scale and Equipment:

(a) Weighers shall go over the scale thoroughly each morning to be certain that the platform (or hopper, as the case may be) and the mechanism of the scale are free and do not bind.

(b) Weighers shall keep their scales in perfect balance at all times.

(c) Weighers shall make daily examinations of the spouts leading from hopper scales to car and any other equipment used in handling the grain between scale and car to be certain that they are grain tight.

(d) Recording beams (not automatic) are a most valuable aid in preventing errors.

(e) Where scales are not provided with checking devices, a record shall be made of the different denominations of the hanger weights used in weighing each draught.

(f) Where a non-registering compound beam is used it is important that the weighers check and recheck readings of the weight on the beam before disturbing the poise and that their record of first entry shall show separately the reading on the main beam and its auxiliary beam.

12. Where wagon or track scales are used, a record of the weather conditions during the weighing shall be kept in order to determine the possibilities of the weights being affected thereby.

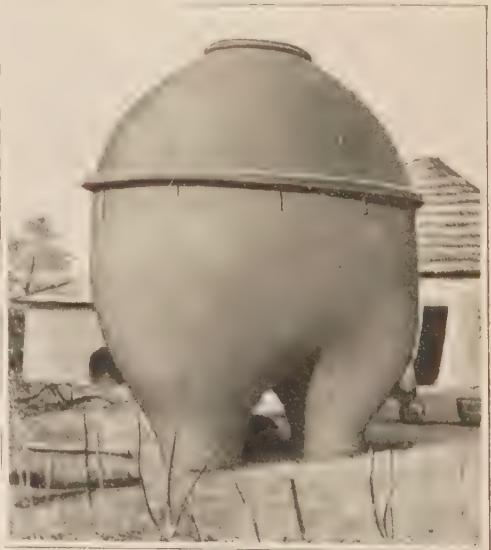
It was also the opinion that where a shipper weighs the grain shipped or received in cars, he should furnish the carriers' local agent promptly with a certification of the actual weight of each carlot shipment, as determined by him. Such declaration should set forth the scale, the car initial and number, the number of drafts and dates weighed, the total weight and name of the weighmaster, thus showing evidence of good faith.

There was further discussion as to some means that would be mutually satisfactory with respect to disputed claims. It was recognized that honest differences of opinion sometimes arise between carriers' claim departments and claimants. The grain committee think there should be some mutually acceptable method of disposing of such claims in very much the same manner as disputes are settled between buyers and sellers of grain.

AS A MAJORITY OF ocean vessels now engaged in transporting grain to Europe are inferior in speed to those formerly used, exporters will bid only for western shipment, corn that will be suitable for slow voyages and this means low moisture content with certificate showing moisture percentage and quality.—L. W. Forbell & Co.

Togoland's Corn Bins.

The west coast of Africa has many peculiar corn bins built by the half savage natives of that country. The bins in many instances resemble huge two-legged elephants, according to *Popular Mechanics*. The bin shown in the engraving is filled thru the top and when the grain is needed the entire upper part of the bin is removed.



An African Corn Bin.

GIRARD POINT ELEVATOR

AT PHILADELPHIA, PA.

Conveyor Belts in Shipping Gallery of Girard Point Elevator.



The doleful wail of the pessimist over the early decline and final disappearance of our export grain trade does not seem to gain much credence with the trunk line railroads, or the export grain merchants of our seaports. The very fact that we have produced as much and in most cases more of each kind of grain this year than the five year average of the same grain, proves that Europe can depend upon us for a large portion of its breadstuffs for some time to come.

The early elevators at the Atlantic seaports were built primarily for storage. The needs of the trade today make it essential that the economical elevator should be a fireproof house, with rapid handling cleaning and drying facilities. The modern ocean steamship represents a large investment, and the less its delays in getting a load the greater its earning capacity, so it can afford to take a cargo from the modern elevator at a lower rate than from the old-time warehouse. The railroads are just as anxious to have their expensive cars used continuously for transportation and not as warehouses.

In meeting this demand it was but natural that the Girard Point Storage Company should insist upon having a rapid handling plant for loading out export grain at Philadelphia. The Girard Point elevator, recently completed at the junction of the Schuylkill and Delaware Rivers by James Stewart & Co., Inc., is on tide-water and well located for the rapid handling of grain from cars to ocean steamships, for which it was specially designed.

The elevator is the last word in modern concrete construction and possesses three features of paramount importance. It is absolutely fireproof, no combustible material being used in its construction. It is designed for and affords great speed in the handling of grain from cars to vessels. It has cleaning and drying facilities of large capacity. These advantages mean dollars to the grain shipper and the transportation lines and cannot fail to

make the new elevator a very busy terminal.

THE PLANT comprises a track shed, a workinghouse, a storage annex, a dryer house and a shipping conveyor gallery. All these buildings are constructed entirely of reinforced concrete except the gallery, which is of structural steel with book tile floors and roof.

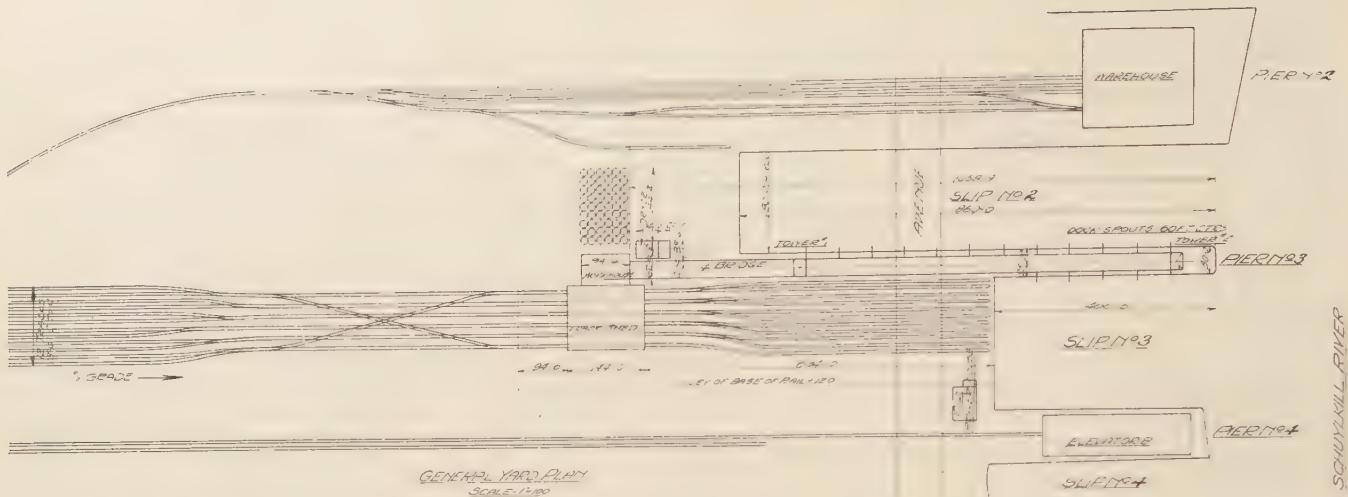
THE TRACK SHED is 120' x 144' with a clear height of 22'. Through this shed run six unloading tracks. Under these tracks and at right angles to them are four conveyor belts carrying grain to the receiving legs. Each belt is supplied by a battery of three independent receiving pits, each of about 2,000 bu. capacity. By this arrangement it is easy to unload twelve cars at a time, because each track serves only two pits. The transfer belts are all of rubber 36" wide and are located in water tight steel tanks which extend to the steel boot tanks of the receiving legs in the workinghouse. A system of interlocking levers controlling each battery of receiving pits makes it impossible to mix the contents of different cars. This interlocking device will permit of only one pit in each battery discharging to the conveyor belt at one time. The gate of one pit having been opened the others are automatically locked and remain locked until the gate is again closed when the operator can open any one of the three desired. To facilitate operations, a signal system of colored lights was introduced between each pit and the corresponding receiving leg. In this way the pit man and the man in charge of the leg are in perfect communication altho a car may intervene. Provision for unloading and cleaning up was made by the installation of twelve double automatic car shovels. A six drum power car puller operated from the track shed floor insures the rapid handling of cars within the track shed. Loaded cars are pulled over the desired pit from the yard, and when they are empty they are kicked out by the car haul onto a one per cent grade to

the yard on the other side of shed, from which point they are again handled by locomotives. The design of the shed and the general layout of the property make the normal unloading capacity twenty-four cars per hour and this could be considerably increased if required by press of business.

THE WORKINGHOUSE, through which the grain must next pass, is 62' 6" x 94' 6", and is 202' 6" high above pile cutoff. All buildings are carried on piles. The soil at the site of the elevator is alluvial and of small bearing value, so that it was found necessary to drive 60' piles to rock or the gravel beds overlying rock at that depth. The striking Stewart design has in general been retained in this workinghouse, but some special features have been introduced. The basement which was waterproofed by the membrane system is used to house the car haul machinery and the elevator boots.

On the first floor are located the cleaning machines. In the two central bays is a concrete conveyor gallery or mezzanine floor to support the four shipping belts. The workinghouse bins are supported on spirally reinforced circular columns surmounted by a diagonal system of concrete girders reinforced for continuous action over all supports. Each of the twenty-four circular bins are 74' 6" high with an inside diameter of 13'. One of these is used as a stair and passenger elevator shaft. With the fifteen interspaces they afford storage room for 241,200 bus. in the workinghouse. To accommodate the legs, straight walls were carried up on the East and West sides of the bins and these, with the bin walls and partition walls carried up through the interspaces, form shafts through which the loftier legs operate. All bins and interspaces used for storage are hopped by means of a sand fill with a concrete surface troweled to a smooth finish.

The workinghouse cupola is a five story structure 93' high and covers the full area of the bins. It is of reinforced con-



General Yard Plan of Girard Point Elevator at Philadelphia.

crete throughout. An interesting feature of this part of the work is that it was constructed, so far as the frame work is concerned, in the same manner as the bins with moving forms. These forms are built of wood and are like parallel fences four feet high firmly braced and held apart the proper distance to give the wall, girder or column size required. These forms are raised by means of an ingenious device (the invention of W. R. Sinks and R. H. Folwell of the James Stewart Co.), consisting of a hollow screw jack through which is passed a steel reinforcing rod. The jack is attached firmly to a steel yoke which is bolted to the wooden form on either side. By means of a bar inserted on its capstan head, the jack forces the yoke and form up, and by reversing the direction of turning, the jack is made to climb the rod, the forms being in the meantime held in position by the adjacent jacks. By this method the forms are kept almost constantly in motion and the result is truly monolithic concrete of a very smooth finish. The floors and roof were put in after the walls were complete.

On the floor over the bins are located the transfer and storage belts and fixed spouts to the various workinghouse bins. The floor above is the distributing floor where grain is spouted to the various belts and spouts on the bin floor.

The third floor is the scale floor on which are the hoppers of the receiving

and shipping scales with concrete garners above.

The top story houses the leg heads and the spouts to the garners.

THE EQUIPMENT of the workinghouse and the plant in general is of the most modern type. Four receiving legs on the track shed side of the house receive the discharge from the 36" belts under the receiving pits. These legs each have an elevating capacity of 15,000 bus. per hour and discharge into 2000 bus. garners over steel hopper scales of the same capacity. The garner bottoms are composed of nine small square hoppers whose gates are operated simultaneously by means of a lever within reach of the weighman. This permits of quick and perfectly distributed discharge to the scale hopper. The scales are of the regular terminal elevator hopper type with printing and recording beam attachments. Test holes, inspection ports and garner sounders are provided. The rotary discharge gates in the scale hoppers are operated by the weigh men. Electric light signals facilitate communication between the scale floor and the first floor of the elevator.

Below each scale is a Mayo spout having a knuckle joint and run on a circular track which permits of any part of the floor within the 22' radius being reached. The lower end of the spout, which travels on a small four wheel truck, is provided

with a steel slip sleeve which can be dropped over the spout hole in the floor, making a snug connection, and retaining the dust. All spout holes in the distributing floor are provided with steel covers and are numbered to correspond with the bins or belts to which the spouts discharge.

A fixed spout runs from this floor to each of the workinghouse bins and inter-spaces, and belt loading spouts lead to the five 36" conveyor belts extending over the annex tanks. On a concrete gallery running longitudinally through the bin story is installed a 42" transfer belt. This belt affords a means of transferring from one end of the workinghouse to the other without re-elevating. A self-propelling four pulley tripper is used to discharge the grain from this belt to the various spouts. Paralleling the transfer belt on the same gallery is a 36" belt discharging into the spouts leading to the dryer house. These belts can receive grain from any leg in the house.

To take care of the grain for shipment three legs of 15,000 bus. hourly capacity have been installed. These elevate the grain to three 1,400 bus. scales, similar in type and arrangement to the receiving scales, from which it is discharged to the shipping bins in the workinghouse. Four 36" belts are provided on the mezzanine floor in the first story extending into the shipping gallery. These belts running as they do under the full length of the workinghouse, make it possible to utilize



Bird's Eye View of Girard Point Elevator, Its Conveyor Gallery and Tracks for Loading Cars. (See Preceding and Following Pages.)



Floor-Sweeps of Dust Collecting System on Top Floor of Cupola.

all the central bins and interspaces as shipping bins and over 150,000 bus. of grain can be weighed up and held until required for shipment. This is a great convenience and effects a considerable saving in time for vessels loading at the elevator. Another good feature of the design is that all of the receiving legs may be used for shipping as well as for receiving grain.

Since to a great extent the shipping capacity of such a house is dependent on the cleaning facilities it is wise to make ample provision for this branch of the work. This has been done in the case of the Girard Point Elevator. In the first floor in a one story structure between the workinghouse and storage annex are located four compound shake double receiving separators of 5,000 bus. capacity per hour. The cleaning machines are operated in batteries of two and each bat-

tery is served by an elevator leg discharging to a 1,400 bu. hopper scale on the scale floor. The screenings are elevated to a screenings bin on the bin floor of the cupola by means of a special leg having ample capacity for the four machines. From the screenings bin they are discharged into a double screenings separator giving five separations of grain, seed and screenings. These different grades are spouted into several small bins in the workinghouse.

All spouting throughout the plant is of steel, with the bottoms bolted in position making them easily removable. Great care was taken to have them dust tight, and this feature was emphasized throughout all the buildings. To further eliminate the unpleasant and dangerous dust a very complete dust collecting system was installed. Exhaust fans, dust collectors and cyclones withdraw the dust from the

cleaning machines and scale garners and on each floor are located floor sweeps.

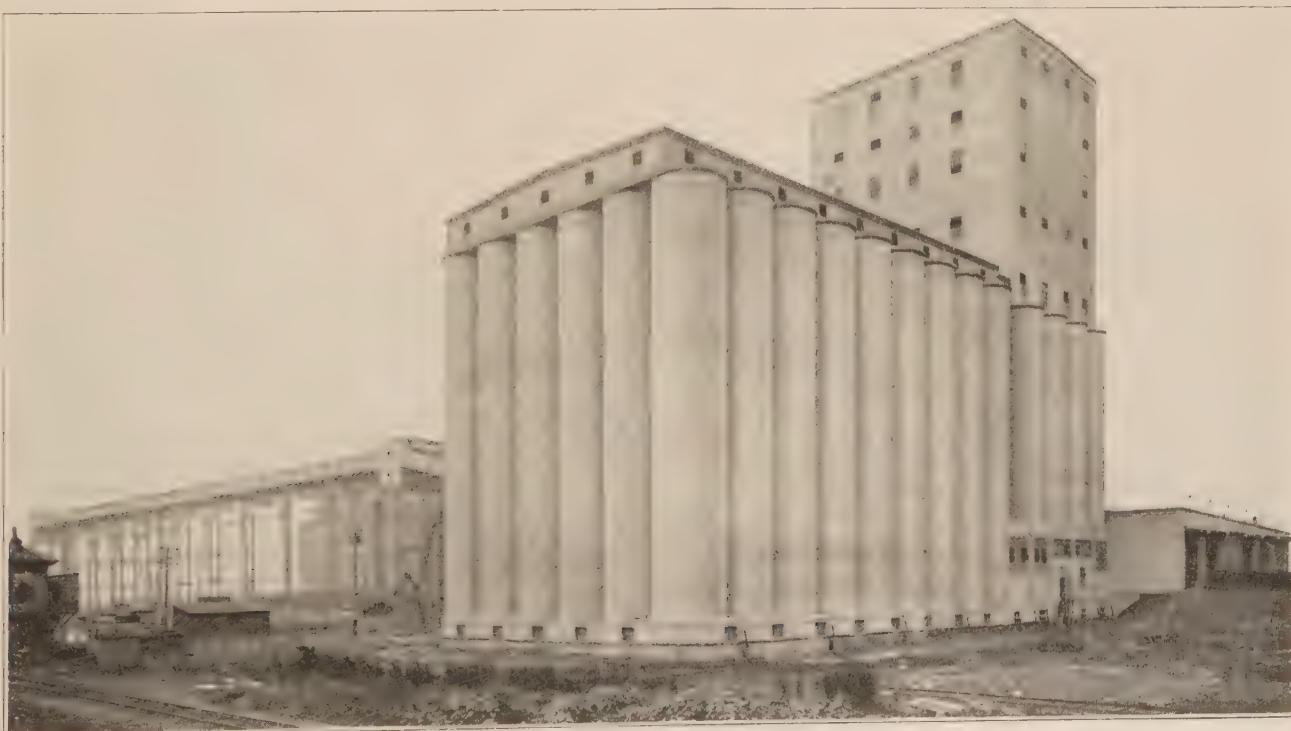
Each unit of the equipment is driven by a separate motor of the non-sparking squirrel cage type, and all bearings are connected with an automatic journal alarm system which gives notice of any undue heating. Power is being supplied by the Philadelphia Electric Co. and is 3-phase, 60 cycle, 440 volt, alternating current.

Many minor appliances were introduced to give ease of operation, comfort or safety. An electrically driven passenger elevator runs between the first and scale floors and a ticket elevator also operates between these floors. An automatic telephone system gives ready communication between all parts of the elevator. On the first and scale floors are steam heated offices for the foreman and weighmen.

For protection in case of fire a 500 gal. fire pump driven by a 50-horse power motor was provided, and a high pressure system of fire lines was installed. The water is supplied from a well so constructed as to render it frost proof.

THE STORAGE ANNEX is located on the side of the workinghouse opposite the car shed and consists of fifty-four circular tanks and forty interspaces. The tanks have an inside diameter of 15 feet and a height of 96', and with the interspaces have a capacity of 837,000 bus. The storage tanks are supported on a series of piers carried by a concrete mattress four feet thick. Surmounting the tanks is a concrete cupola having a concrete floor laid on the tank walls. This gives access to all parts of the cupola and tends to keep the air free from dust. On each belt is a self-propelling tripper with a two way discharge. Cast iron spout and man-hole frames supplied with steel plate covers give access to each bin and interspace. Steel ladders to the full depth were installed in each bin.

Steel draw-off hoppers and belt loaders furnished with rack and pinion gate mechanism, discharge the grain from the tanks to three 36" shipping conveyors in



New Reinforced Concrete Elevator of Girard Point Storage Co., at Philadelphia, Pa.
(See Preceding and Following Pages.)

The GRAIN DEALERS JOURNAL.

the basement. These belts run to the three shipping legs in the workinghouse.

THE DRYER AND TRANSFORMER HOUSE is located on the South side of the elevator adjacent to the one story cleaner room between the workinghouse and annex. The portion of this building devoted to drying grain is 33' 6" x 41' on the ground and is 66' 3" high divided into three stories. The grain is discharged from the dryer belt on the transfer gallery in the bin story of the workinghouse into either of two spouts, the discharge being controlled by means of a turn head at the end of the gallery. Each spout branches into two when over the dryer building, giving four separate discharges to four 1,000 bu. garners. These garners are formed with concrete walls and floors. In each there are two rows of seven steel draw-off hoppers. This arrangement gives a uniform discharge to the dryers below, which are arranged in batteries of two at either end of the house.

On the second floor are the coolers. Each pair has a fan in common and each fan is driven by a 75 H. P. motor supported on a steel platform in the center of the building. Below the coolers are self-supporting concrete hoppers. Each has a steel hopped bottom to which is attached a double discharge draw-off spout. These spouts permit of discharging from any of the hoppers to either of the two 30" belts which carry the dried grain back to the workinghouse. The discharge from these belts is to the two cleaner legs and they are carried in to the cleaner leg boots under the first floor of the workinghouse. This has been done in the case of all belts entering the workinghouse from the track shed, annex and dryer, and in con-

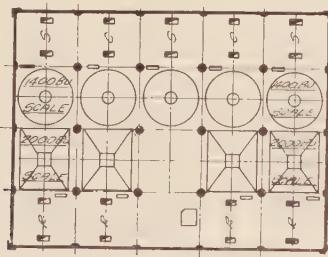
sequence the first floor is remarkably clear of machinery. The advantage of this arrangement is that it permits the free use of portable spouts, to draw grain from workinghouse bins.

The dryer installed has an hourly drying capacity of 3,000 bus. This should prove ample for the requirements of the elevator. All parts of the drying and cooling compartments which come into direct contact with the wet grain are heavily galvanized and there is nothing complicated about either the method of drying or the equipment. The drying and cooling compartments are made of heavy black iron and in each, occupying about one-third the space, are a series of triangular boxes spanning the compartments. These boxes are formed of heavy galvanized wire with a mesh large enough to prevent the grain working through. Warm or cool air, depending on the compartment, is forced into these wire boxes and allowed to make its way out through the grain. The air is taken direct from the fans for the cooling process and for drying it is first passed over a series of steam coils which raise the temperature to the desired degree.

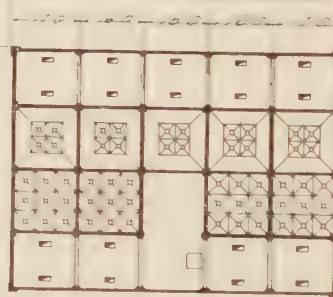
THE TRANSFORMER HOUSE occupies a wing of the building at the South end, which is 20' x 33' 6", two stories high, and has a 10' x 11' 6" pent house 13' high. Like the rest of the structure it is entirely of concrete. The first story is the switchboard room; on the second floor are the transformers. The pent house is designed for receiving the power lines of the supply company. Power at 1320 volts is furnished and this passing through a series of transformers is delivered at the switchboard at 440 volts for power and 220 volts for lighting.

The switchboard, which is made of oil finished Maine slate with rigid angle iron frame, consists of eight panels. Two are service panels for power and lighting, four are power feeder panels, one a lighting feeder panel and the eighth is devoted to two graphic recording watt meters which record the total current used for power and lighting. All the instruments in use on the board are of a very high grade and the design lends itself to a safe, well balanced scheme of operation. All wires and cables for power and lighting are carried in galvanized iron conduit and the utmost that good practice demands has been done in making the electrical installation safe and efficient. Thirty-three electric motors, giving 2275 h. p. are used about the plant. They range from 5 to 150 h. p.

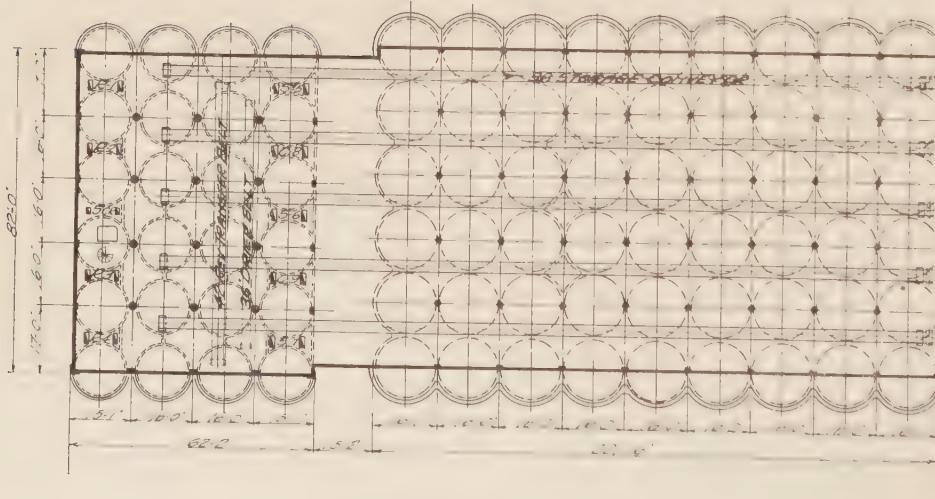
THE SHIPPING CONVEYOR GALLERY runs South from the workinghouse one thousand feet. It is 32' wide from center to center of columns and has a clear headroom inside of 7' 6". The gallery is supported on steel bents 86' high. These bents are placed at 60' centers in the main gallery and 50' centers in the approach. A steel tower 20' x 32' forms the connection between these sections and a similar tower terminates the gallery at the South end. The approach section is inclined, running as it does, from the mezzanine floor in the first story of the workinghouse to the first tower, where it attains its full height above the ground. From this point it is carried at a uniform height. The floors and roofs are book tile laid in cement mortar and in the case of the floors there is a cement finish troweled smooth to give a wearing surface. The walls are composed of galvanized corrugated iron.



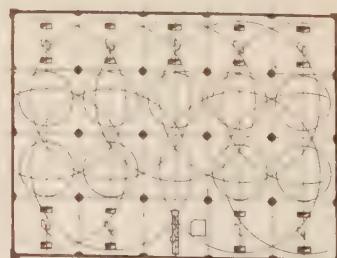
SCALE FLOOR



PENT HOUSE



BIN FLOOR PLAN



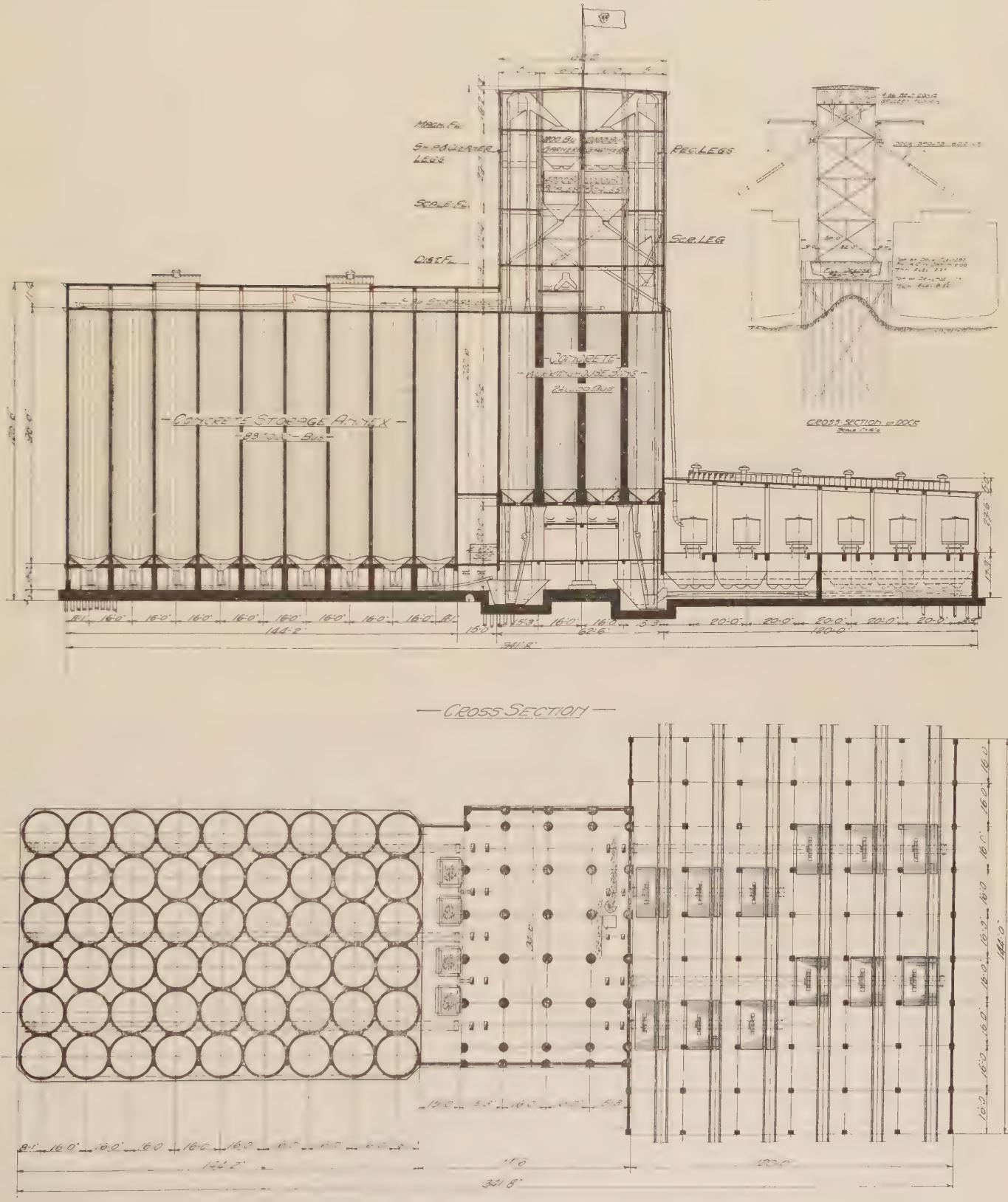
DRYING FLOOR

Four conveyor belts run throughout the entire length of the gallery. These are each divided into two sections. The first section extends through the working-house and the inclined section of the gallery to Tower No. 1. The second section extends from this tower to the end of the gallery and each belt in this section has a self-propelling tripper by which grain is diverted to any one of the eighteen dock

spouts. These spouts are telescopic and are fitted with winches for raising and swinging. The system of spouting is a very flexible one, as grain on any of the four belts may be discharged by means of fixed spouts to the dock spouts on either side. This is of considerable advantage, as it saves handling in the workinghouse,

THE PLANT IN GENERAL is an unparalleled example of fine concrete

work. Smooth surfaces, unbroken by unsightly discolorations, give the buildings the appearance of monoliths. No unevenness due to form work is apparent anywhere. The use of moving forms entirely eliminated this common defect in concrete construction. The general effect is such that both the contractors and the railroad company may well be proud of the result.



Cross Section and First Floor Plan of Girard Point Elevator at Philadelphia, Pa.
(See Preceding and Following Pages.)

The GRAIN DEALERS JOURNAL.



Revolving Distributing Spouts in Girard Point Elevator at Philadelphia.

Minor details of the construction received the same careful attention given the larger features of the work. The windows are of metal glazed with heavy wired glass. Both ends of the track shed are supplied with rolling steel doors and all doors throughout the buildings are metal clad. Guards of neat design protect the employees from the danger of being caught in moving parts of the machinery. All floors were smoothed to the finish of sidewalks, and the roofs are covered with five ply felt and pitch roofing surfaced with gravel. Sheet metal cornices add a finish to the elevator at the roof lines and heavy galvanized gutters and downspouts were installed on all buildings.

Arc lights in the yards at either end of the track shed add to the ease of handling cars at night and semaphores electrically operated were installed on the track shed roofs to control the traffic on each track. No appliances approved by modern elevator practice have been omitted.

The plant was designed and will undoubtedly prove to be one of the most modern and most efficient elevators on the continent. The simplicity of its design and the flexibility of the arrangement of the machinery both insure great operating capacity. The elevator is extremely well balanced. The receiving legs are capable of taking care of the greatest number of cars which could be unloaded in the track shed. The unusually large amount of shipping bin storage makes the use of the receiving legs for shipping when desired a logical principle of operation. The drying and cleaning facilities are ample for more of this sort of work than may normally be expected. Larger elevators may handle more grain, but none of equal size can hope to contest successfully the claim that the Girard Point is the most efficient elevator in operation.

The Girard Point Storage Co. is a subsidiary of the Pennsylvania Railroad Co., organized for the operation of the Girard Point Elevator as a public house.

To Mr. R. H. Folwell, who designed the plant, and Mr. W. R. Sinks, under whose supervision the construction was carried out, great credit is due. The superintendent in charge of the work was Mr. J. S. Johnson, a man of wide experience. Mr. Shand, Chief Engineer,

and Mr. Cookman, Chief Architect for the Pennsylvania Railroad, are also to be congratulated on their share of the work. Valuable assistance was also given by Captain Jno. O. Foering, Chief Grain Inspector for the Port of Philadelphia, whose thorof knowledge of local conditions was of great assistance in deciding on the general arrangement of the plant.

The dust collecting system, which is very complete, was designed and installed by The Day Co. The screenings separator was installed by the Huntley Mfg. Co. The warehouse separators and cleaners were installed by the Invincible Grain Cleaner Co. The wire rope was supplied by John A. Roebling & Sons Co. The hopper scales were supplied by the Standard Scale & Supply Co. The transmission and conveying machinery, lock spouts and distributing spouts were supplied by the Webster Mfg. Co.

Bank Liable for Substituting Drafts on B/L.

A. Steen of Breaux Bridge, La., had a claim against the Southwestern Grain Co., McKinney, Tex., and sought to satisfy the claim by levying an attachment on two cars of oats covered by Bs/L to Southwestern Grain Co.

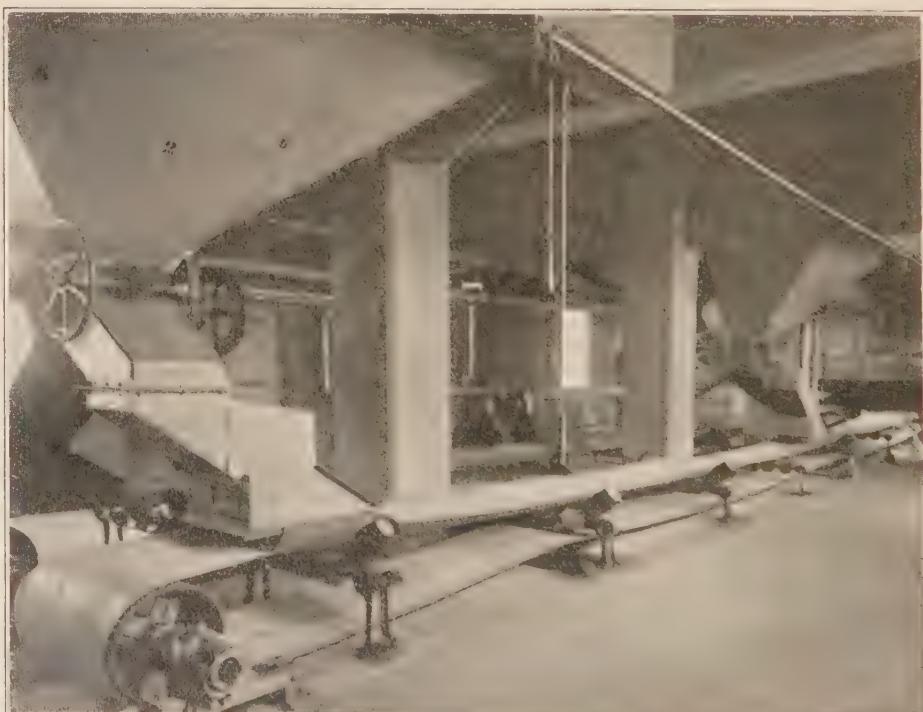
Steen got the cars into his reach by making a purchase from the Southwestern Grain Co., the latter believing itself to be protected by shipping to its own order. The sheriff, however, levied on the cars and sold them to satisfy Steen's claim.

The victim of this proceeding was C. J. Turner of Wortham, Tex., who had sold the two cars of oats to the Southwestern Grain Co., making draft, with B/L attached, thru the Bank of Wortham, which sent the documents to the Collin County National Bank with instructions to deliver the B/L to the Southwestern Grain Co. only on payment of the drafts.

Instead of collecting the drafts the Collin County Nat'l Bank detached them from the Bs/L and substituted other drafts for a larger amount drawn by the Southwestern Grain Co. on Steen. Ordinarily this would have caused no trouble, but the drafts being in the name of the Southwestern Grain Co. gave them title to property and made it subject to attachment by an alleged creditor.

The course of the Collin County National Bank in this matter was reprehensible. When Turner brot suit the bank denied liability for its unauthorized violation of instructions, and when beaten in court put the plaintiff to the expense of an appeal, and then claimed that the cause of action in favor of plaintiff was barred by the 2-year statute of limitations. The judgment in favor of Turner against both the banks was affirmed by the Court of Civil Appeals of Texas.—167 S. W. Rep. 165.

NEW ZEALAND will import 1,000,000 bus. of wheat from Canada. This wheat will be sold by the government at prices slightly below cost, otherwise famine prices would prevail in New Zealand.



Belt Conveyors for Removing Grain from Driers.
(See Preceding and Following Pages.)

Grain Exports Heavy.

SEABOARD reports show cargoes amounting to 440,000 bus. of wheat cleared for Australia Nov. 14.

A CARGO of 79,850 bus. of wheat and 350 tons of flour was exported from Boston to Copenhagen recently in the steamer Texas.

WHEAT TO ITALIAN ports is being carried from Gulf ports at the rate of 19½ per bu., and from now on it is believed plenty of vessels will be available to supply all of that country's demand.

AN EXPORT ORDER of 200,000 bus. No. 2 red wheat was sold by the C. H. Albers Com'sn Co., St. Louis, Nov. 5. This is one of the largest single orders for export since the war and the grain will be shipped via New Orleans.

A FULL CARGO of wheat, 200,000 bus., will be carried by the steamship Gadsby from Boston to Copenhagen within a few days. This is the first full cargo to leave that port since Jan. 17, 1914, when the steamship Willisden sailed for Hull with 247,097 bus. wheat.

CAPE TOWN, South Africa, was the destination of a cargo of wheat and flour which cleared at Tacoma early this month. The cargo is one of the first to be consigned to that port from Tacoma in years, and the vessel, the British steamer Strathdon, will proceed by way of Japan.

DRYED PEAS which were imported early in the season are now being profitably exported to the same nations from which they were originally obtained, says B. F. Schwarz of New York and Chicago, who also believes that the United States will supply the world with grain for a long time to come.

THE GOVERNMENT of Victoria is seeking cable information as to prospects for prompt shipment of American grain supplies according to the state dept at Washington. A cargo of oats was exported from New York for Italy on Nov. 17, and the same day a cargo of wheat left the same port for New Zealand.

AS LONG as we have conflicting war news daily it is hard to make any intelligent forecast on the course of the market, but the fact remains that there is a big export demand for our wheat which is likely to continue for a long time regardless of whether the war is ended or not.—Moore-Lawless Grain Co.

GRAIN EXPORTS between the Pacific northwest and the United Kingdom continue heavy. Flour shipments to eastern states via the Panama canal also have been heavy in the last few weeks. Three representatives of Seattle mills have been in the east for the last two weeks investigating conditions and getting business for future delivery.—D.

SEVERAL VESSELS are being loaded with wheat at West Seattle, Wash., and others are due to load in a few days. They are all loading for European ports, but do not know when they will sail or where they will unload. They are commanded to call at the Azores or at Queenstown for orders. When the Royal Mail liner Den of Airlie sails from Seattle this week she will carry 4,500 tons of oats to Manila and 1,315 tons of hay for the same port. She will have 1,950 tons of flour for Hongkong. For shipment to Manila next January 4,500 tons of hay and oats purchased in eastern Washington by the local United States army depot quartermaster's office are being assembled on Seattle piers. According to present plans the transport Dix will take the cargo.—D.

THE BRITISH steamer Merionethshire cleared at Portland recently with 14,000 bbls. of flour and 125,000 bus. of wheat. While the destination of the cargo was not given it is generally understood that it was consigned to Shanghai. This cargo is much needed in certain provinces of China, where a famine has been killing natives by thousands daily for the last several months.

BOSTON'S demand for grain carriers is so great that tramp steamers will undoubtedly be employed to assist in the export movement. The steamship Gadsby has loaded a cargo of 190,000 bus. of wheat for a Scandinavian port and the steamer Symra will follow with a similar cargo for the same countries. The Edward Pierce was ordered from Boston to New York, where she will take a full cargo of grain for Sweden and Norway. The Dutch Steamer Tenbergen will carry a cargo of 200,000 bus. grain to England from Montreal.

THE WHEAT market may discount a drop in receipts which is due. The Buenos Aires province of Argentina which raises 40% of their crop reports damage. Argentina wheat in its crucial period.—E. W. Wagner & Co.

Exports of Grain, Weekly.

Week	WHEAT.	OATS.	WHEAT.	OATS.
ending	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,758,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	280,000	366,000
Aug. 22	9,286,000	5,731,000	612,000	218,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sep. 5	9,049,000	3,984,000	769,000	278,000
Sep. 12	7,440,000	3,356,000	2,746,000	157,000
Sep. 19	5,230,000	2,812,000	2,660,000	138,000
Sep. 26	6,433,000	3,245,000	2,570,000	94,000
Oct. 3	8,304,000	4,245,000	4,078,000	147,000
Oct. 10	6,368,000	4,135,000	1,611,000	68,000
Oct. 17	4,291,000	4,620,000	2,000,000	165,000
Oct. 24	4,917,000	4,611,000	1,696,000	2,000,000
Oct. 31	5,691,000	4,777,000	2,167,000	1,696,000
Nov. 7	5,866,000	4,374,000	1,845,000	91,000
Nov. 14	7,585,000	5,472,000	1,728,000	134,000
Nov. 21	5,767,000	4,871,000	2,219,000	148,000

Total 133,038,000 93,260,000 29,926,000 9,195,000

A NEATLY printed card sent to the trade within the last week, informs shippers in verse, why it is a good idea to send their grain to the Flanley Grain Co.



A Small Section of First Floor of Working House, Girard Point Elevator, Philadelphia.

Feedstuffs

The Ferger Grain Co., Cincinnati, Ohio, has registered the word Nutritia as a trade-mark for its stock food.

The Mt. Holly Feed & Grain Co., Mt. Holly, Pa., has purchased the feed business formerly conducted by Percy Harmon and will specialize in the future on cattle foods.

THE MUTUAL MILLERS & Feed Dealer' Ass'n of New York and Pennsylvania held a meeting Nov. 13 at Olean, N. Y., to consider means of putting the feed trade on a cash basis.

THE EXECUTIVE Com'ite of the Seed, Oil & Cake Trade Ass'n at its last meeting in Liverpool, England, recommended the use of brown paper bags with oil paper lining for sampling cottonseed meal and other meals.

FEEDING STUFFS are analyzed in Maine Sta. Off. Insp. Bul. 60. Reports are given on the following varieties: cottonseed meal and feed, gluten meal and feed, linseed meal, red dog flour, wheat middlings, and various mixed and proprietary feeds.

CORN AS A FOOD has been studied by S. Baglioni, and his results are given in a paper in Atti. R. Accad. Lincei, 1913. The utilization of corn protein by man together with the relative values of corn, wheat and meat are given.

IN A BOOKLET on the analyses of feeding stuffs the Jahresber. Landw. Kammer Stettin of Germany, for 1912, makes a report on cottonseed meal, peanut cake, linseed meal, rye bran, wheat bran, barley bran, oat meal, rice meal and molasses feeds.

THE REPUBLIC Milling Co., St. Louis, Mo., has taken in \$25,000 of new capital, paying the company's capital stock in full. New officers have been elected as follows: Otto Bolman, pres.; A. A. Beckman, sec'y; O. L. Kimes, treas.; F. C. Husmann, gen. mgr.

THE COMMERCIAL feeding stuffs and fertilizers licensed in the state of Wisconsin together with definitions of the important feeds are covered by W. H. Strowd in Wis. State Circ. 46. He also gives some general instructions to manufacturers and dealers.

CHEMICAL analyses of licensed feeding stuffs are given in Wis. State Circ. 47 by F. W. Woll and W. H. Strowd. The following feeds are analyzed: Linseed meal, cottonseed meal, wheat bran, middlings, rye, barley and buckwheat meals, alfalfa, molasses and other feeds.

EXPORTS OF JUTE from India were cut off for some time by the German cruiser Emden and American manufacturers using jute bags noted the result in higher prices paid for their sacks. The destruction of the cruiser therefore will enable the jute exporters to resume shipments to this country, with a consequent reduction in prices.

THE TEXAS GRAIN DEALERS Ass'n, upon complaint of some of its members that they were being compelled to tag their feed, that the feed was made up of whole grain, took the matter up with the authorities at College Station. The order compelling the product to be tagged has as a result been revoked, and unless a feed is ground it is not necessary for the bags to be tagged. Just another instance of benefits derived from ass'n membership.

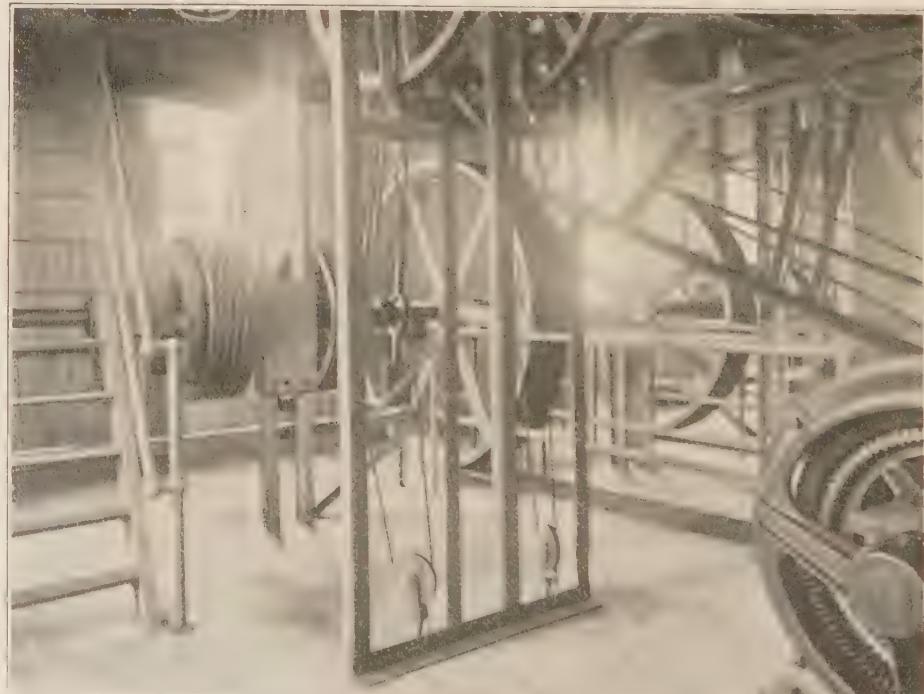


Circular Hopper of Shipping Scales in Girard Point Elevator at Philadelphia.

Exports of Feeding Stuffs.

Exports of feeding stuffs during September, 1914; compared with September, 1913; and during the 9 months ending Oct. 1; compared with the corresponding period of 1913, according to the report of the United States Buro of Statistics were, in tons, as follows:

	September, 1914.	September, 1913.	9 Mos. Ended Oct. 1, 1914.	1913.
Brand and mild'l's	428	179	2,016	3,805
Dr. grns. & mlt.	59	5,092	29,062	65,781
Mlli feeds	581	5,788	34,150	181,342
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
Corn	10,836,675	3,999,331	46,455,542	59,125,819
Cottonseed meal	.....	33,640,410	380,381,761	666,506,779
Linseed or flaxseed	34,868,296	66,711,875	352,925,180	695,365,927
All others	184,400	112,000	9,046,563	1,878,720



Power Transmitting Machinery in a Tower of the Conveyor Belt Gallery, Girard Point Elevator, Philadelphia. [See Preceding and Following Pages.]

Feed Control Officials Meet.

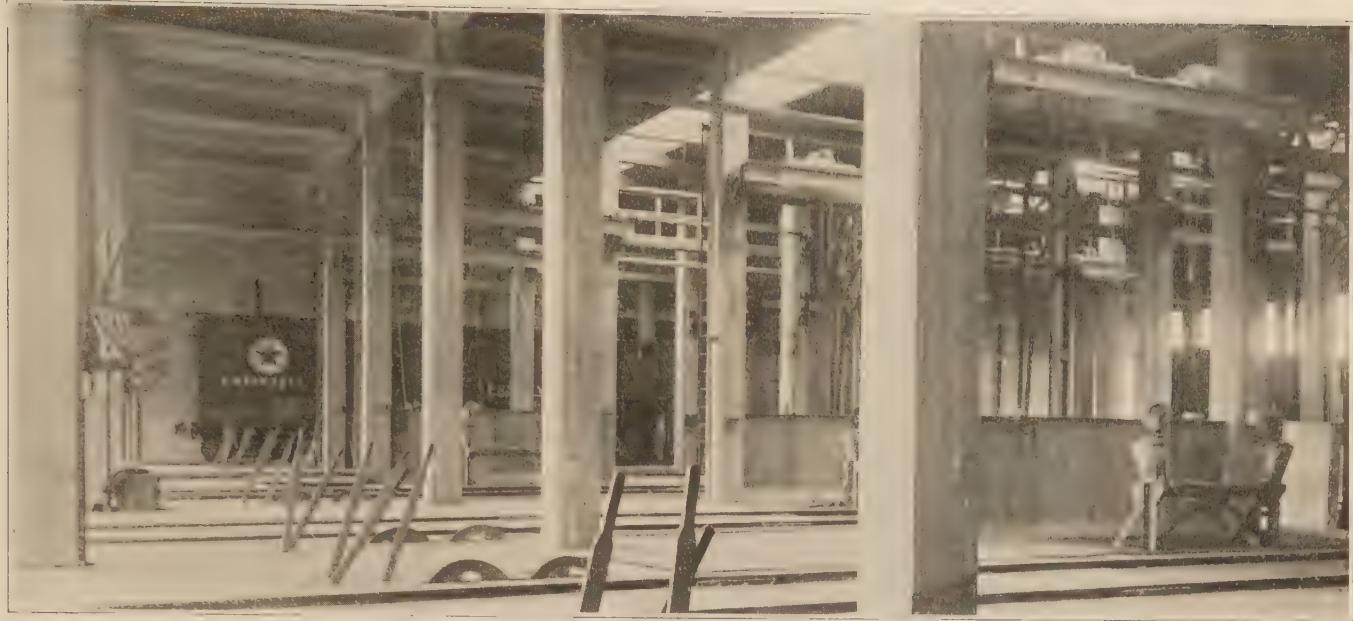
The 6th annual convention of the Ass'n of Feed Control Officials of the U. S., was held Nov. 13-14 at the Raleigh Hotel, Washington, D. C. Carl Voorman, Ass't Secy. of Agriculture, opened the proceedings with an address of welcome and assured his listeners of the Dep't's hearty co-operation in any move which might further the great agricultural interests of the country.

Pres. Haywood devoted the major part of his address to the necessity of obtaining uniform definitions of feed. The constant appearance of new feeds on the market demands some rule along this line, and according to Mr. Hayward a standard is much needed. Pres. Haywood added: Further study may also develop possibility for standardization of products which are apparently impossible of standardizing. Definitions are inadequate without standards, but in work of this kind it must be carefully kept in mind that standards must meet requirements of the manufacturer using up-to-date methods of manufacture, also that most feed products are by-products from manufacture of human food and manufacturers' aim is to obtain best food product rather than best feed by-product. Therefore, standards should be based on best by-products to be obtained when manufacturers use most up-to-date commercial and mechanical methods for producing human food products and feed by-products. He congratulated the association on the ethical stand voluntarily taken relative to the number of debatable questions.

H. J. Waters closed the morning session with a talk on corn as a feed. He illustrated his talk with stereopticon views and a chart, and the lecture was thoroughly enjoyed.

AFTERNOON SESSION.

Dr. Wiley addressed the convention after the noon recess on ethical advertising of cattle and poultry foods and remedies. He pointed out that the cost of feeding farm animals is increasing out of proportion to the value of those animals. The cheapest food for cattle is not always



Car Puller Levers and Power Shovels in Track Shed of Girard Point Elevator at Philadelphia.

the best in the long run but the inclination at present is to get the cheapest grain available for the manufacture of feeding stuffs. Dr. Wiley recommends that the feeding of farm animals be made an exact science.

R. W. Chapin followed Dr. Wiley with an address on the feed manufacturer's problem. Mr. Chapin represented the American Feed Mfrs. Ass'n, and stated that the greatest difficulty was compliance with the food laws. There is no way of determining accurate food values. Oats are selling far above their value as a food constituent. In time farmers may become familiar with the best methods of mixing foods but at present they get better results by buying from the food manufacturer, and in so doing are saving money.

Dr. Alsberg, chief of the Bureau of Chemistry, indicated in his remarks that the feeding of both humans and animals is now on the eve of a revolution. This is the result of experiments being made by many physicians which prove that certain substances are essential to growth and development while other substances are actually injurious.

The morning of the second day was devoted to hearing reports of various committees and a round table discussion of points brot up by the papers read during the convention.

THE NEW YORK and New Orleans cotton exchanges were reopened Nov. 16, after being closed since July 31.

THE COUNCIL of Grain Exchanges will hold its 6th annual meeting on the two afternoons of Jan. 21-22 at Chicago in the Board of Trade Bldg.

RICE cultivation and milling in Burma is explained in Daily Cons. and Trade Repts. 17, 1914, No. 109, by M. K. Moorhead. The value of rice is stated, together with industrial conditions and methods of cultivation.

THE NEW ZEALAND government, in an effort to protect the consumers of wheat and flour, has set a maximum charge on the product. This it is thought will not only protect the consumers from exorbitant prices, but will tend to eliminate speculation while the law is in effect. The maximum price of milling wheat throughout the country has been set as \$1.15 per bu.

Sulfured Oats Not Seed Oats.

In the suit by John D. Coleman against Simpson Hendee & Co., of New York, the judgment of the Dutchess County Court in favor of defendant has been reversed in favor of Coleman by the Supreme Court of New York, granting a new trial.

Plaintiff was a feed dealer and brot suit for damages for breach of an oral contract for the sale of a carload of oats. In the former appeal to the Supreme Court in the same case the Court held that the oats were seed oats; but on this second appeal plaintiff had given evidence that sulfured oats would not correspond to the trade description of seed oats, hence the reversal.

The plaintiff requested defendant's selling agent to furnish "Northern grown seed oats," saying that he desired something nice and would pay a premium over and above the price for seed oats, and that the agent answered that they had them; that he would see to it that the plaintiff would receive a nice car load, and that the plaintiff further said that he wished to obtain the oats for seed, to sell them to his farmers and customers; that the plaintiff complained of certain defects in a consignment

of oats in the year before, and reiterated that he must have something nice, for his "farmers were cranks on seed oats, and must have some." Evidence was also adduced that on the next day the agent came to the plaintiff to give confirmation that the oats were tested seed oats, and that a paper received from the agent's principals in confirmation contained the words "one car of tested seed oats."

Two witnesses, called as experts, testified that the words "seed oats" meant in the trade "any selected natural oats," "nothing taken from nor added to," natural oats just as grown, and that "a sulfured oat" (plaintiff's contention was that the oats sent to him were "sulfured") would not be regarded in the trade as a "seed oat."—147 N. Y. Supp. 865.

CANADIAN WHEAT is thought to contain more moisture this year than previously, as reports indicate it has heated in elevators at various sections of the Dominion.

COTTON BAGS are not any cheaper than jute bags, or at least we cannot buy them any cheaper, and we can get jute bags for immediate or definite shipment in any quantity wanted.—Wells-Abbott-Nieman Co., Schuyler, Neb.



Conveyor Belts and Interlocking Mechanism Under a Battery of Receiving Sinks of Girard Point Elevator. (See Preceding Pages.)

Seeds

HAZELTON, KAN., Nov. 20.—No kafir corn here.—E. W. Olson.

WAKEMAN, O., Nov. 19.—Our new elevator is solely for the purpose of handling seed corn.—C. S. Clark & Son.

TESTS OF SELECTIONS from hybrids and commercial varieties of oats are reported by C. W. Warburton, L. C. Burnett and H. H. Love in U. S. Dep't Agr. Bul. 99.

VICI, OKLA., Nov. 17.—Kafir and maize fair; will average about 20 bus.; not ready for market.—W. H. Edwards, agt. Alva Roller Mills.

REPORTS on grass seed mixtures are given by W. M. Findlay in Agricultural Bul. 18, page 25. From the same amount of seed red clover seed was found to produce more hay than any other clover.

FLAXSEED acreage in Argentine is placed at 4,250,000, compared with 4,394,000 for 1913. Crop conditions generally are said to be improving and the damage by frost it is believed has been greatly exaggerated.

FILING OF SUITS for \$80,000 against R. B. Hutchcraft, Sr., seed dealer of Paris, Ky., has forced him to make an assignment to the Paris First Nat'l Bank. Liabilities are listed as \$200,000 and assets \$100,000.

D. H. CLARKE, seed shipper, has obtained a judgment for \$1,070.23 against the Nebraska Seed Co., Omaha. Mr. Clarke alleged he shipped a quantity of seed to the concern and that the shipment was returned minus a large amount.

THE MO. STATE BOARD of Agriculture has sent out its last warning to farmers to select their seed corn. The Board advises selecting this seed in the field, as without seeing the stalk it is difficult to tell how suitable a kernel will be as a seed.

ANNUAL MEETING of the Holmes Seed Co., Harrisburg, Pa., held Nov. 6, resulted in the election of the following officers for the ensuing year: B. F. Meyers, pres.; G. A. Gorgas, vice-pres.; D. G. Claiy, treas.; W. H. Miller, sec'y; H. L. Holmes, gen'l mgr.

CLOVER seed in Ontario, Can., suffered a set back during August, which month was so dry that the seed headed poorly, and with a comparatively small yield. This was especially true of the red clover. Alsike fared better.—Ontario Dep't of Agriculture, Ottawa, Can.

WISCONSIN seed grain won \$550 in prizes for H. E. Krueger, Beaver Dam, when exhibited at the last exhibition at Wichita, Kan. The prize winning grains were wheat, white and yellow oats and barley. This competition was open to the world.

CANADA'S crop of flax for 1914 amounted to 7,533,000 bus., compared with 17,539,000 bus. for 1913. Of this amount Manitoba contributed 336,000 bus. in 1914, compared with 632,000 bus. in 1913, and Alberta's crop amounted to 614,000 bus. for 1914, compared with 1,155,000 bus. in 1913.

CLOVER SEED ruled a bit higher this week. Market on the whole is a pretty dull affair. Think the trade generally showing but little interest either way, and willing to await further development. It takes but little buying to send prices up, and down they go again when the selling is more numerous.—J. F. Zahm & Co.

OATS for New York are described in a very thoro and complete paper by H. H. Love in Bul. 343, Dep't of Agriculture, with tables showing the results in bushels per acre from the various methods of planting and cultivation.

ARTHUR, IA., Nov. 16.—Commenced taking popcorn Nov. 2, took in that day 91 loads averaging 3,440 lbs., all good quality. Popcorn production overdone here. We are paying \$1 per hundred for ear corn. Popcorn is averaging 3,000 pounds per acre.—John Nikelsen, agt. Shotwell Mfg. Co.

SOME VARIETIES and strains of oats and their yields per acre in South Dakota is the subject of A. N. Hume and M. Champlin in So. Dak. state bul. 149. Classifications and descriptions are given based upon color, maturity and shape of panicle. Tables report the yield of several varieties from 1906 to 1912.

IN ESTIMATING CROPS for 1914 the Saskatchewan dep't of agriculture reports flax as the only grain which shows a decrease in acreage, only 802,794 acres being devoted to that crop compared with 976,137 acres last year. The average yield on this acreage was 6.33 bus. per acre or a total of 5,086,475 bus. for 1914, compared with 6,567,805 bus. last year.

TOLEDO received for the week ending Nov. 21, 2,800 bags of clover seed, 100 bags of alsike seed and 233 bags of timothy seed; compared with 1,250 bags of clover seed, 264 bags of alsike seed and 330 bags of timothy seed for the corresponding week of 1913. Toledo shipments of clover seed for the week ending Nov. 21 were 230 bags, compared with 46 bags a year ago.

THE INFLUENCE OF NITRATES on the germinative period of oats is the title of a paper in Atti. R. Accad. Lincei., 1914, by F. Platte. This article is a continuation of previous work and brings out the fact that aluminum acted favorably on the younger plants while cerium and thorium caused the plants to die. Nitrate of uranium killed all of the plants. Iron and nickel nitrates had negative results.

GOVERNMENT should talk in plain figures. They do on grain and we hope they will some day on clover seed. Their November report makes the 1914 crop seventy per cent of a full crop. This covers both acreage and condition. The 1913 crop was 80 per cent of a full one. This gives you a comparative idea. The average of the past five years, including 1914, is 69 per cent, or about the same as this year.—C. A. King & Co.

ROUGET & VAN DE WALLE, seed dealers at Paris, France, have gone to the front. Mail has been returned with the postal notation "Mobilise." This little echo from one of the allied nations shows the patriotism of the Frenchman regardless of his line of business. When the question of which member of the firm should go to the front arose, these seed dealers, like many other partners, decided to shut up shop and fight for honors together.

CHICAGO RECEIVED during the week ending Nov. 21, 639,000 lbs. of timothy seed, 395,000 lbs. clover seed and 340,000 lbs. of other grass seeds; compared with 856,000 lbs. of timothy seed, 212,000 lbs. of clover seed and 353,000 lbs. of other seeds during the corresponding week of 1913. Shipments from Chicago were 552,000 lbs. of timothy seed, 89,000 lbs. clover seed and 464,000 lbs. of other grass seed; compared with 681,000 lbs. of timothy seed, 56,000 lbs. clover seed, and 324,000 lbs. of other grass seeds for the corresponding week of 1913.

From the Seed Trade.

MANHATTAN, KAN.—Alfalfa crop only 10% of normal and quality poor.—Geo. T. Fielding & Sons.

MECHANICSBURG, O.—Clover seed in this section yielded well.—Chas. B. Wing, gen. mgr., The Wing Seed Co.

ALEXANDRIA, VA., Nov. 20.—We have a much larger crop of clover seed than last year, but it is full of weed seed and will not supply over 5% of the demand. Farmers do not want to hold, but the dealers are slow to take it on account of condition. When cleaned, the seed itself is of good color. A small quantity is carried over from the last crop.—W. H. May & Son.

IN THE letter of Loewith, Larsen & Co., in this column Nov. 10 one sentence was incorrectly given by the printer. It should have read "Some parcels of alfalfa are offered from abroad, but quantities and prices do not attract attention, while there seems to prevail a general belief among large operators in this country that prices in the spring will be much higher. English rye grasses have advanced considerably."

TOLEDO, O., Nov. 21.—Clover receipts the first three weeks of November were larger than expected. Total season's receipts to date are heavier than last year and shipments being much lighter, stocks are larger than a year ago. In spite of fairly large arrivals prices have been working up again and show a good gain for the month to date. Receipts for the balance of the month are not expected to fall off greatly, as seed will be coming in to apply on December contracts. Price changes have been narrow for the most part.—Southworth & Co.

SPOKANE, WASH., Nov. 19.—The growing of clover seed is on the increase and we anticipate that it will soon be unnecessary for us to ship in this stock. Practically no alfalfa seed is grown in this section and no blue grass. The crop of timothy seed is considerably lighter this year than formerly, but there is no indication that the acreage for the coming year will be less. The amount harvested for seed will depend entirely upon the prospective price. No considerable quantity of 1914 crop will be carried over.—Spokane Seed Co.

WATERLOO, IA., Nov. 18.—Considerable red clover has been grown which is now being headed and prepared for market. Practically no alsike or alfalfa is grown in this state for seed purposes and very little blue grass that we know of. Timothy shows a fair crop, but is giving way to alfalfa as forage. There is an abundant yield of seed corn of all the prominent varieties, and corn shows are being held in school houses and in every county seat. These shows always create great interest in this section of the corn belt. Oats show a good crop but nothing grown in this vicinity will do for seed stock. Considerable seed stock is carried over by all the seed men in this section.—Amos Burhans, Galloway Bros. & Co.

LONDON, ENG.—There has been a good trade in English mammoth and red clover seed, also in rye grass and rape seed, which articles are all dearer. Our farmers have done well, and are good holders of clover. Rape seed is exceedingly scarce. We are still able to export all kinds of seeds to all countries with the exception of those at war with Great Britain. We are strongly of the opinion that crimson clover may be considerably dearer next year. Very little was sown on account of the dry weather; the same conditions prevailed in

France, and as mobilization took place there during the sowing season, we imagine that less was sown there than here. Even if weather conditions are favorable, it may be possible to raise only a small crop of crimson in Europe next year, but it frequently happens that the weather is unfavorable for this harvest.—C. W. Le May & Co.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during September, 1914; compared with September, 1913; and for the 9 months ending Oct. 1, 1914; compared with the corresponding period ending Oct. 1, 1913; as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were, in pounds, as follows:

IMPORTS.		9 Mos. Ended Oct. 1.	
September, 1914.	1913.	1914.	1913.
Castor beans			
in bus. 27,818	20,232	846,978	565,554
Flaxseed,			
bus. 1,118,040	303,486	6,843,717	2,967,513
Red clover	2,724	78,933	4,732,326
Other clover			
2,706,274	3,283,548	17,057,492	12,708,506
Other grasses			
1,361,580	2,631,152	29,861,968	19,365,771
EXPORTS.			
Clover	42,113	130,618	2,738,386
Timothy	391,151	581,266	8,808,532
Other grasses			
163,467	496,950	2,817,896	3,450,377
Flaxseed,			
bus. 11	109,253	23,616	283,058
EXPORTS OF FOREIGN SEEDS			
Clover	...	...	1,810
Other grasses	395	85,706	14,550

Nebraska Seed Elevator.

That a good reputation is the best business asset is as true in the seed trade as in any other line of merchandising. Certain it is that many seed firms now enjoying a good business can trace their establishment back two or three generations.

At Fremont, Neb., the Western Seed & Irrigation Co. which was established in 1887 and incorporated in 1904, has a well equipped plant. The building, which is shown in the engraving, fronts 100 ft. on the Union Pacific Railroad and extends back 76 ft. The storage capacity is 30,000 bus. of bulk grain and 30,000 bus. in sacks. The handling of the stock is facilitated by the large working room; and the hand picking of seed corn is carried on in a room 36x40 ft. The equipment includes a specially built Barnard & Leas

Corn Cleaner, and Clipper Seed Cleaner; 35-h.p. gasoline engine and 10-h.p. motor. Annually 100,000 bus. of seed corn and 200,000 pounds of vine seeds are shipped to all parts of America and many European countries. The seed corn is all Nebraska stock.

War Affecting the Grain Trade.

IMPORTS OF WHEAT by France must reach the 45,000,000-bu. mark before the duty on that grain is restored.

War risk insurance on bottoms and cargoes to the extent of \$6,500,000 has been issued thus far by the Treasury Dep't. Within the last ten days 2 policies issued amounted to \$1,250,000.

NORWEGIAN imports of rye from Russia and Germany being cut off on account of the war, the millers of that country are now making whole rye flour whereas formerly 40% of the grain was fed to live stock. Even practicing this economy dealers of Norway state the supply will hardly last 2 months.

BUFFALO reports an interesting war scare. A rumor was circulated recently to the effect that Germany was planning to blow up the Welland Canal, that waterway being used by grain vessels bound for England from America and the Canadian northwest. While there is undoubtedly no foundation for such a report the precaution has been taken of more than doubling the armed guards along the shore.

SCANDINAVIAN COUNTRIES, which are large consumers of rye, have had their German and Russian supplies of that grain cut off since the war, and as a result dealers state the supply on hand is sufficient for only two months. The millers of Sweden, Norway and Denmark have obtained the sanction of the government to mix with rye flour a large percentage of potato flour in an endeavor to lengthen the supply on hand as much as possible.

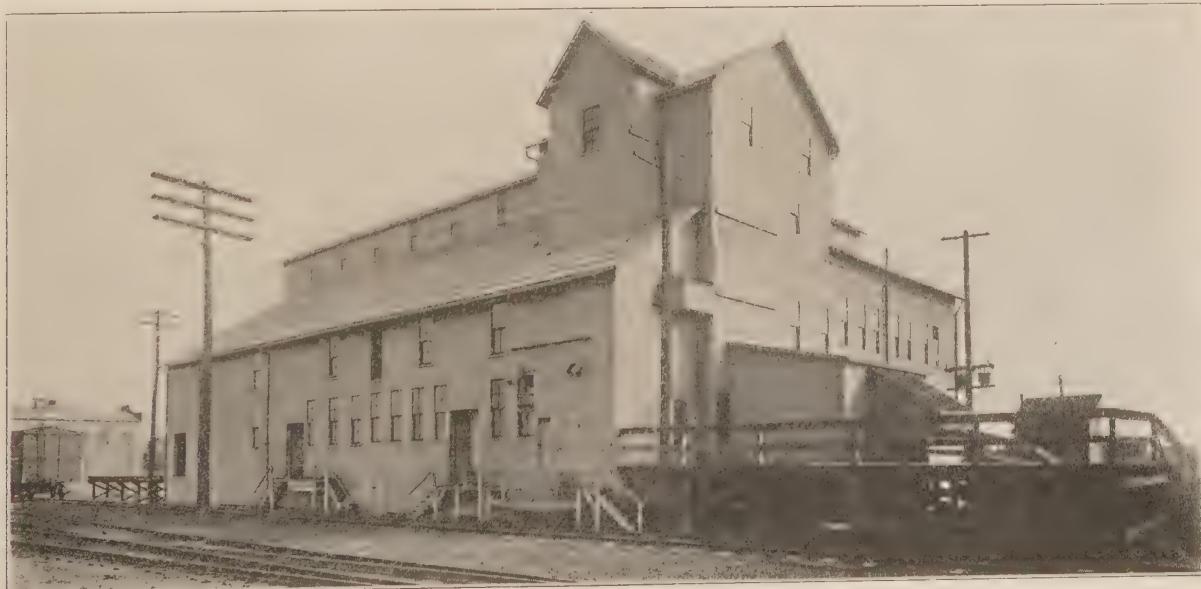
THE EXTENT of injuries to French agricultural sections is clearly made known in a recent report which states that the government is releasing farm workers from the army, and is supplying them with free seed in an effort to "catch up" on its crops. The same report states that the opposite is true of Russia, where a good supply of grain is on hand. Prices are not high, and were carriers available exporting would be possible.

PORTUGAL, which imports annually several million bus. of wheat, has officially prohibited its re-exportation. The country grows only 5,000,000 bus. annually and at present is partial to the soft winter variety.

FOREIGN EXCHANGE rates have returned to normal with the turn of the balance of trade in favor of the United States. Sight drafts on London sold at New York Nov. 12 at 4.87. Exports from the United States for October were valued at \$195,-283,852; against imports of \$137,978,779, as officially reported by the Department of Commerce, making further gold exports unnecessary.

ARGENTINA has 3,500,000 tons of corn available for export, but it is held up pending the arrival of vessels. While sufficient grain is on hand it cannot be transported as it should owing to the big scarcity of coal, which has been so great that all freight rates are advanced 200%. The price is \$14.58 per ton and this high price has reduced all shipping, both by water and rail fully 40%. Three steamers have left La Plata in ballast for the United States to return to Argentina after loading coal. With sufficient freight in port to load the steamers were unable to book any cargo owing to the high freight rates and insurance. Many plants throughout the country have shut down temporarily owing to the scarcity of fuel and the inability to transport their product even if it were manufactured.—L. J. Keena, U. S. Consul, Buenos Aires.

EXPORTS of wheat at the port of Rosario from Aug. 24 to Sept. 7 were 1,590 tons; linseed, 3,591 tons; maize, 96,898 tons; and bran, 2,779 tons. From Aug. 7 to 21, the exports were as follows: wheat, 7,134 tons; linseed, 903 tons; maize, 51,596 tons; and bran, 90 tons. From Aug. 21 to Sept. 4, 25 vessels entered the port, and the exports were 133 tons of linseed and 29,571 tons of corn. The week ending Sept. 11, 1,600 tons of wheat were exported, 43,312 tons of maize and 300 tons of bran. Nearly 90% of the wheat exported is consigned "for orders," but it is declared that practically all of this is bound for the United Kingdom. Some grain firms of Great Britain are now doing a larger business than before the war, showing that vessel charters are freer than for the last two or three months.—Wm. Dawson, Jr., U. S. Consul, Rosario.



Plant of Western Seed Irrigation Co. at Fremont, Neb.

Grain Trade News

ARKANSAS

Texarkana, Ark.—Fouke Grain Co. incorporated; capital stock \$25,000; incorporators, Wilton Wingham, pres.; R. L. Hayden, vice-pres. and H. P. Fouke, treas.

CALIFORNIA

Salida, Cal.—The alfalfa mill of the Stockton Mealfalfa Co. and 2 warehouses of the Grange Co. burned at 6:30 a. m., Nov. 7. The fire was of incendiary origin and it is believed that someone threw matches into a quantity of alfalfa in one of the buildings. The warehouse contained over 1,000 tons of sacked grain. Only a few sacks were saved owing to the rapidity with which the fire spread. The loss is only partially covered by insurance. The Mealfalfa Co. lost a large warehouse at Stockton, filled with alfalfa and grain, less than a week prior to this fire.

CANADA

Toronto, Ont.—The Canadian Elvtr. Co. Ltd. has increased its capital stock from \$1,000,000 to \$3,000,000.

Regina, Sask.—The annual report of the Saskatchewan Co-operative Elvtr. Co. shows a net profit for the year of \$285,181. The annual meeting was held Nov. 12. The company now has 14,992 shareholders.

Montreal, Que.—The real construction work on the \$800,000 elvtr. to be built by the Harbour Com's'n'ers will not be started until warm weather next spring, but in the meantime every preparation will be made. The diversion of the big sewer will be taken care of, the office of the com's'n'ers which is also in the way, will be torn down and all possible excavation work will be done.

Montreal, Que.—Two local grain dealers, Jos. A. Roberge and Geo. Cardinal, recently pleaded guilty of receiving oats stolen from the elvtrs. of the Harbour Com's'n. Roberge is said to have confessed that he paid \$1,750 for 5,000 bus. of oats, while Cardinal bot 1,000 bus. The real thieves, it is said, have not been arrested so far. It is believed that they are employed in the elvtrs. or are in close touch with a number of employees.

Calgary, Alta.—W. J. Tregillius, pres. of the Alberta Co-operative Elvtr. Co., died Nov. 12, in a local hospital. Mr. Tregillius was ill only three days, the cause of his death being given as typhoid fever. He was 55 years old and was well and favorably known to the grain trade throughout the northwest. He had just returned from a trip to Winnipeg where he had gone in the interests of the grain growers and farmers of the province. While there he was appointed a member of a com's'n to appeal to the government for better conditions. He was also pres. of the United Farmers Ass'n of Alberta.

Port Colborne, Ont.—The \$200,000 elvtr. feed mill and warehouse of the Niagara Grain & Feed Co. has been completed and is in operation. The plant is practically built in the water, resting on reinforced concrete piers that have been anchored under the water with 1 1/4 in. rods drilled 18 ins. into the bed rock. The mill and elvtr. is 24x36 ft. and 107 ft. high. It is constructed of concrete and on account of its extremely exposed position it is heavily reinforced, special attention being paid to the wind hazard. The basement floor is of concrete and is a foot above the high water level, the 18 ft. from the bed rock. The warehouse is 10 ft. above the high water mark and is 28 ft. square, being of steel frame construction covered with galvanized corrugated iron. The elvtr. has 4

bins, 50 ft. deep with a capacity of 2,500 bus. each, 6 with a capacity of 1,200 bus. and 6 with 650 bus. capacity each. The best machinery has been installed including conveyors, dumps, spouts, separators, cleaners, etc. Power shovels, car pullers etc. will be added in the spring. Provisions have also been made for increased capacity when needed.

WINNIPEG LETTER.

Wm. Williams, alias John Quigg, who was recently brot back from St. Paul, Minn., on the charge of obtaining \$24,000 on false Bs/L from the Grain Growers Grain Co. and the Square Deal Grain Co., was found guilty Nov. 11, and sentenced to 5 years in the penitentiary. He is 62 years old.

The refusal of the Grain Exchange to lower the commission rates on barley and oats was the subject discussed at a recent meeting of the Manitoba Section of the Canadian Council of Agriculture, and it was decided to appeal the matter to the Canadian Board of Grain Com's'n'rs. The rates are: for exchanges from Port Arthur west, 1c for wheat and flaxseed, 1/2c for oats and 3/4c for barley.

On Nov. 13, the Canadian Grain Com's'n'ers met to consider an application from the Smith Murphy Co. in regard to the tariff of rates charged by the Grain Growers Grain Co. in their line of country elvtrs. The assertion was made during the session that the Grain Growers Grain Co. discriminated in its purchase of grain by giving special rates to those using its terminal elvtrs. According to other statements, the present tariff in elvtrs. is too low to cover expenses. It was also pointed out that the country seems to be overburdened with elvtrs. at many points and that this condition of affairs was an incubus on growers and traders. In summing up the evidence presented, W. D. Staples found that: under the terms of the Canada Grain act, the Grain Growers Grain Co. had been guilty of discrimination. The com's'n' held that an elvtr. was a licensed public utility and, as such, there must be no difference in charges to any of its patrons.

IDAHO

Pocatello, Ida.—The Idaho Mfg. & Seed Co. has secured a site and will start construction on its new plant.

Cottonwood, Ida.—Allan McKinnon, for 6 years agt. for the Interior Warehouse Co., controlled by Balfour, Guthrie & Co. of Portland, Ore., was arrested at Lewistown, Nov. 14, charged with the embezzlement of \$1,200 from the firm. It is alleged that he collected accounts due the firm while acting as their agt. and converted the money to his own use. He is declared to have admitted his guilt to Mgr. Frank Allen. It is asserted that while the company has known for some time that he was short in his accounts, it gave him time to make good, which, it is said, was not done.

ILLINOIS

Riola, Ill.—The elvtr. of Paul Kuhn & Co. burned Nov. 13.

Pekin, Ill.—The Farmers Elvtr. Co. began receiving grain in its new elvtr., Nov. 18.

Davis Junction, Ill.—The Neola Elvtr. Co. is building a 7-room house for its agt.

Springfield, Ill.—E. R. Ulrich has discontinued the grain business and gone to Montana.

Heyworth, Ill.—The elvtr. of the Hasenwinkle Grain Co. has been covered with metal siding.

Cherry, Ill.—The Cherry Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Union Hill, Ill.—Adam Seiger has succeeded P. L. Jarvis as agt. for the Bartlett, Frazier Co. at this station.

Wapella, Ill.—The elvtr. of Thorpe Scott & Co. has been sold to the recently incorporated Harrison Grain Co.

Wapella, Ill.—Thos. Green, of J. M. Green & Son, has built a new 7-room house at the cost of \$5,000.

Windsor, Ill.—I am pres. of the Windsor Grain Co., A. C. Grays is sec'y and W. B. Wallace, mgr.—J. H. Wallace.

Earlville, Ill.—We have installed a new leg, built a new dump and put in a larger motor in our elvtr.—Kaminky & Co.

Barry, Ill.—The Barry Mill & Elvtr. Co. has painted its office and coal sheds and made general improvements in its plant.

Lane, Ill.—I have bot the elvtr. that I once operated at this station. The house is known as the Hartsock Elvtr.—W. T. Lane, Clinton.

Peoria, Ill.—W. S. Miles, who recently broke his arm while cranking his automobile, is again at his desk, altho his arm is still in a sling.

Champaign, Ill.—I have been ill for the last 5 weeks, having a severe attack of pleurisy, bat am able to go to my office now.—A. H. Edwards.

Genoa, Ill.—We have bot the elvtr. of Jackman & Son, and starting Dec. 1, will operate a grain, coal and feed business at this station.—S. T. Zeller.

Merritt, Ill.—The recently incorporated Farmers Elvtr. Co. appointed a com'ite at a meeting Nov. 10, to select a site and to secure plans for a new elvtr.

Seneca, Ill.—Jos. Hogan Jr., associated with his father, M. J. Hogan, in the elvtr. of the M. J. Hogan Grain Co., was married Nov. 19, to Miss Veta Murphy of Rutland.

Peotone, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators Henry Monk, Henry R. Meyer, Elmer J. Crawford, Chas. Gast and Elmer E. Barton.

Palestine, Ill.—I have just finished remodeling my office and have installed a gravity loader. We have a scoop shovel here and prices are high.—J. G. Welton Grain Co.

Alton, Ill.—It is reported that the new concrete tanks of the Stanard-Tilton Mfg. Co. are tipping and that huge jack screws are now being put under the house to straighten it.

Harmon, Ill.—The Harmon Grain & Coal Co. took possession of the Hettinger Elvtr. which it recently bot, at noon, Nov. 11 and put it into immediate operation. Geo. W. Hunt is mgr.

Industry, Ill.—W. R. Jewison has bot the half interest of G. W. Garrison in the firm of Sullivan & Garrison. Bain Sullivan will be mgr. We will operate as Sullivan & Jewison.—S. & J.

Peoria, Ill.—Gus Peterson, formerly employed by F. W. Arnold & Co., is now with Carhart-Code-Harwood Co. at this market. Mr. Kennedy is his successor with the Arnold company.

Springfield, Ill.—The Wheeler Grain Co. has been discontinued and what little grain business I may do in the near future will be thru the Central Illinois Grain Co. at Ashland, Ill.—C. N. Wheeler.

Bloomington, Ill.—Preliminary plans for the annual meeting of the Farmers Grain Dealers Ass'n, were discussed at a meeting held in this city, Nov. 19. Many farmer elvtr. mgrs. were present.

Roberts, Ill.—The office of the Farmers Grain Co. was entered by burglars Nov. 12, the thieves taking all they could lay their hands on. Bloodhounds were brot from Pontiac and put on the trail of the thieves.

Dailey sta. (Penfield p. o.), Ill.—Work on the new elvtr. of the Farmers Elvtr. Co. is progressing nicely. The concrete foundation has been completed and the superstructure is being rushed.

Curran, Ill.—The elvtr. of W. R. Turnbull, of Waverly, at this station was recently threatened with destruction by fire, which was discovered in the cob room. Prompt action saved the building.

Fairbury, Ill.—H. B. Crossland has traded a half section of land for the elvtr. of C. J. Claudon and will take possession Jan. 1. Duzenberry & McCabe, who leased the elvtr. last June will continue to operate it.

North Henderson, Ill.—The elvtr. of the Neola Elvtr. Co., containing 18,000 bus. of oats and 2,000 bus. of corn, burned at 4:30 a. m., Nov. 16; loss \$9,000 on grain and \$6,000 on building; partially covered by insurance. Some salvage grain.

Orion, Ill.—The elvtr. of J. H. Dole was set on fire by sparks from a passing engine at 7 p. m., Nov. 4, but quick work saved the building. The fire caught on the roof over the office and engine room which adjoins the elvtr.—F. O. Swanson & Co.

Heyworth, Ill.—John A. Harrison & Co. incorporated; capital stock \$40,000; incorporators John A. and A. R. Harrison and W. W. Whitmore. J. A. Harrison recently bot the elvtrs. of the Ike Livingston Grain Co. here and at Wapella. The houses will be operated by the new company.

The directors of the Illinois Grain Dealers Ass'n will hold a meeting at the La Salle Hotel, Chicago, at 10 a. m., Dec. 4. Members are requested to submit any questions that they would like to have considered to the sec'y or the board and are also invited to attend the meeting.

Ogden, Ill.—Earl W. Sadler, formerly mgr. for the Zorn Grain Co., has succeeded E. Varney in my office, Mr. Varney taking charge of the elvtr. F. E. Fenters has succeeded Mr. Sadler with the Zorn company. Some new machinery may be installed in that elvtr.—Frank Supple.

Cropsey, Ill.—The stockholders of the Farmers Elvtr. Co. talked long and hard to C. H. Pratt, who recently resigned after being mgr. for the company for 9 years, and at last persuaded him to withdraw his resignation and continue to manage the house for another year. His wife will assist him as bookkeeper.

Springfield, Ill.—The Governor has designated Dec. 3 a holiday because it is the anniversary of the state's admission to the union. The state already has too many holidays for the schools and public officers to do the work they are paid to do. Commercial transactions requiring presentation of drafts also are delayed.

Iroquois, Ill.—The contract for the new 30,000-bu. elvtr. and 20,000-bu. corn cribs of the Farmers Grain Co., was let to the Burrell Engineering & Constr. Co. The buildings will be of cribbed construction on concrete foundations and will be covered with iron. The equipment will include a 20-h.p. engine and an Invincible Cleaner. Work has been started on the house and is to be completed in 60 days.

Greenview, Ill.—We have let contract to the Burrell Engineering & Constr. Co. for a 30,000-bu. cribbed elvtr. on a concrete foundation, to be covered with iron. The house will cost \$7,260. It will be equipped with 2 legs, Richardson Automatic Scale, manlift, U. S. Cleaner, and 2 dumps and will be operated by electricity. We will also build a 5,000-bu. corn crib.—J. J. Henry, mgr. Farmers Elvtr. Co.—Work was started on the elvtr. Nov. 20.

Seneca, Ill.—Martin Akgarn, formerly employed in the elvtr. of the M. J. Hogan Grain Co. was awarded judgment for \$750 against the grain company, in settlement of his \$10,000 damage suit for injuries received while working in the elvtr. The attorneys in the case having reached an agreement. Mr. Akgarn was injured July 18, 1910, when his clothing was caught in an unguarded set screw and he was pulled into the machinery. He suffered a broken leg and other injuries.

McLean, Ill.—C. C. Aldrich and wife celebrated their 60th wedding anniversary Nov. 6. Mr. Aldrich engaged in the grain business here in 1860, using warehouses for the storage of his grain. Later he built the Mt. Hope Mill and Elvtr. in this city.

De Witt, Ill.—We have entirely remodeled our elvtr., repairing the cribbing and covering the house with galvanized iron siding. We have also added a 4,000-bu. corn crib and have installed an ear corn elvtr., manlift and automatic scales. We now have a capacity of 40,000 bus.—W. F. Peterson, mgr. C. F. Schoer.

Springfield, Ill.—Pleasure jaunts for the fifty-seven members of the state board of agriculture and the Illinois Farmers Institute and positions in the agricultural service for their political friends have cost the state more than one-fourth of the annual appropriations "for the promotion of agriculture and the encouragement of useful education among the farmers." The annual meeting at the state fair furnished a week's vacation at the state's expense for the board members and their employe friends. Positions at the state fair are apportioned among the friends and relatives of the board members. A members' restaurant at the fair grounds is maintained at a cost of \$1.61 for each meal served. A select committee attends the annual meeting of the American Association of Fairs and Expositions in Chicago during the holiday season and the members have all their expenses paid. The question naturally arises is the appropriation for the benefit of the farmers or the politicians. Grain dealers can help stop this waste to their own benefit.

CHICAGO NOTES.

The application of Mark Bates for re-admission to membership in the Board of Trade was denied by the directors.

The proposed ordinance providing for the bonding and licensing of com's'n men of the city, failed to pass the city council.

Harvey L. Boyer, who has been operating thru Walter Fitch & Co. for many years, has now made a connection with A. J. White & Co.

We have moved our office to the ground floor of the New York Life Bldg., where we have the best of facilities for handling all orders.—J. T. McLaughlin & Co.

Wm. H. Chadwick, a director of the Board of Trade from 1901 to 1904, died recently at Ladd, Ill. He sold his membership in the exchange a number of years ago.

CHICAGO CALLERS: E. L. Wormington, La Russel, Mo.; J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.; S. T. Zeller, Ashton, Ill.; C. E. Nichols, Lowell, Ind.

The annual dinner of the Board of Trade Young Men's Club was held Nov. 17, at the Planters' Hotel, and was followed by a theater party at the Palace. Pres. Bellot presided at the banquet. Seventy members were present.

In response to the suggestion of many members of the Board of Trade, the following com'ite has been appointed to solicit subscriptions for the Chicago Board of Trade Belgian flour fund: Henry J. Patten, E. L. Glaser, John J. Stream, Geo. E. Marcy, D. H. Harris, J. C. Murray, E. W. Bailey, J. A. Bunnell, J. F. Barrett, J. F. Mackenzie, E. A. Nickels, L. F. Gates, J. E. Bellot, R. W. McKinnon and F. B. Rice. The com'ite is soliciting flour or funds for the war refugees and expects to have 1,000 bbls. of flour ready to ship by Thanksgiving.

James S. Templeton, a former well known Board of Trade operator, who has been sojourning in Vermont for several months for the benefit of his health, has returned to the city and says he feels fine. He attributes his recovery to the fact that he was severely injured Sept. 11, in a runaway. He was thrown from the carriage receiving a broken arm, a twisted knee and two severe blows on the head. His physician states that the severe shock to his nervous system cured him entirely of his nervous troubles.

The following have applied for membership in the Board of Trade: Chas. A. Robinson, James F. Sramek, Albert V. Kinsler, Fred A. Wood, Benj. E. Sincere, N. H. Perrin, Ed. H. Hough, Van. P. Wittenmyer, Kennard G. Keen, John Friedman, John K. Scattergood and Jos. K. Montelius. The memberships of Dexter Blayden, Chas. O. Patton, John N. Miller, Sid. S. Chrisholm, Chas. H. Creighton, Robert E. L. Lewis, Chas. M. Repligie, Thos. A. Harney and the estates of A. P. Ganong and Geo. D. Montelius have been posted for transfer. Memberships have been quoted from \$2,000 to \$2,200 net to buyer for the last 2 weeks.

INDIANA

St. Louis Crossing, Ind.—Chas. Myers of Edinburg, has bot the elvtr. of John Hill at this station.

Wolcott, Ind.—We expect to have our elvtr. completed by Dec. 1.—R. G. Wilkins, son, mgr. Farmers Co-operative Co.

Ferdinand, Ind.—Ben Bolte & Sons will install an automatic scale in their elvtr. and will make other repairs in the spring.

Huntington, Ind.—D. A. Purviance, of Weber & Purviance, was recently married to Miss Marian D. Neat of New Albany.

West Lebanon, Ind.—Mr. Stally has bot the large elvtr. of Chas. Graft, and took possession Nov. 10.—Wolfram Grain Co., Marshfield.

Marshfield, Ind.—We have installed a new fan discharge Western Sheller and have put in all new drag chains.—Wolfram Grain Co.

Charlottesville, Ind.—The Reeves Grain & Fuel Co. incorporated; capital stock \$5,000; incorporators Chas. F. and Z. H. Reeves and F. B. Gable.

Warsaw, Ind.—I sold my interest in the Jamestown Mfg. Co., Jamestown, to the Teague family. I am attending to my milling engineering at present.—C. E. Oliver.

Shelby, Ind.—C. E. Nichols & Co. have completed a new 5,000-bu. elvtr. here with one dump, one leg, a 4-h.p. oil engine and wagon scales. H. A. Hildebrandt will be in charge.

Honey Creek (Rockport p. o.), Ind.—Farmers Mfg. & Supply Co. incorporated to deal in grain, etc.; capital stock \$10,000; incorporators L. R. Fadley, H. G. Painter and L. L. Leavell.

Mt. Vernon, Ind.—J. A. Ward, of Franklin, Tenn., has succeeded J. B. Friedle with the Home Mill & Grain Co. Mr. Friedle resigned recently and is now with the Rockport Mfg. Co. at Rockport.

Frankfort, Ind.—Wm. Frank & Co. bot the office fixtures of the Frankfort Grain Co. and have moved their office to the rooms which were formerly occupied by that company in the Fatzinger Bldg.

Griffin, Ind.—The Price Elvtr. & Grain Co. incorporated; capital stock \$10,000; incorporators J. H. Price, J. W. Fisher and Chas. N. Garrett. The company formerly operated as J. H. Price.

Mt. Vernon, Ind.—Louis H. Keck, a heavy stockholder in the Home Mill & Grain Co. and the Sunlight Mfg. Co., died recently of uremic poisoning at the age of 58. Mr. Keck was well known in grain circles.

Thorntown, Ind.—I have let contract to the Reliance Constr. Co., for a 32x32 ft. elvtr., 72 ft. high, with a 6 ft. basement. Electric power will be used and the equipment will be up-to-date in every respect. The house will have a capacity of 12,000 bus. and will be completed about Feb. 1.—R. S. Stall, R. S. Stall & Co.

Frankton, Ind.—David King, for many years supt. of the Frankton Grain & Coal Co., died Nov. 2 at the age of 59, from the effects of an operation. For some time his foot had been affected with gangrene but Mr. King strenuously opposed an operation. When the foot was at last amputated it was too late to check the disease and Mr. King died in a few hours.

Taylorsville, Ind.—John Hill, who formerly owned an elvtr. at St. Louis Crossing, is building an elvtr. here and will be ready for business at an early date.

INDIANAPOLIS LETTER.

We are in no way connected with the New Process Grain Co. or Montgomery & Tompkins.—Central Grain & Seed Co.

The New Process Grain Co. has been out of business since Sept. 1. E. H. Reynolds formerly a member of the company is now mgr. for the Central Grain & Seed Co. and F. M. Montgomery formerly gen. mgr. is now connected with Montgomery & Tompkins.

The Indiana Grain Dealers Ass'n and the Indiana Millers Ass'n have joined in the Belgian Relief Movement and are accepting from the trade subscriptions of flour in 49-lb. cotton sacks to be shipped as directed within 30 days from date of subscription. The flour contributed by grain dealers, millers and farmers who join in the movement will be carried to destination in Belgium and Holland without cost for transportation and handling.

IOWA

Botna, Ia.—Fred Ruhs has succeeded the Updike Grain Co.

Grand Mound, Ia.—John Miller is out of business at this point.

Lehigh, Ia.—The Farmers Elvtr. Co. is building new corn cribs.

Marble Rock, Ia.—A. J. Ackley is now mgr. for the Farmers Elvtr. Co.

Hardy, Ia.—Gilchrist & Co. have repaired their large corn cribs near the elvtr.

Oto, Ia.—G. W. Malcom has bot the elvtr. of C. E. Lowry, paying \$6,000.

Huntington, Ia.—J. E. Stockdale has succeeded the Gt. Western Elvtr. Co.

Graettinger, Ia.—The Quaker Oats Co. has succeeded the St. John Grain Co.

Dana, Ia.—The Brenton, McColl Co. has installed a Western Gyrating Cleaner.

Paton, Ia.—The W. H. Hubbard Grain Co. has completed a 16x24 concrete office.

Danbury, Ia.—Hancock & Nichols have relined their bins and put in new spouts.

Northwood, Ia.—O. J. Thompson has leased the elvtr. of the Farmers Elvtr. Co.

La Moille, Ia.—I have sold my elvtr. here to F. C. Nicholl.—R. A. Buck, State Center.

Castana, Ia.—The Trans-Mississippi Grain Co. has painted its elvtr. here.—W. R. Rock agt.

Minburn, Ia.—W. N. Crawford has succeeded L. W. Sill as mgr. for the Farmers Elvtr. Co.

Woodward, Ia.—A. B. Wade has bot the elvtr. of R. M. Kinsman and is now in possession.

Hinton, Ia.—The Thorpe Elvtr. Co. has opened its elvtr. at this station. J. J. Harvey is mgr.

Blencoe, Ia.—The capital stock of the Farmers Elvtr. Co. will be increased from \$10,000 to \$20,000.

Alexander, Ia.—J. J. Weik is temporary mgr. of the McDowell Elvtr., during Mr. McDowell's absence.

Gladbrook, Ia.—We are enlarging our office and putting our scales under cover.—Dreessen & Rehder.

Estherville, Ia.—John Johnson is now agt. for Greig & Zeeman and Geo. Case is my agt.—B. B. Anderson.

Panama, Ia.—The Albers Pollock Grain Co. of Omaha, has bot the elvtr. of F. E. G. Miller. T. J. Nash is agt.

Kalona, Ia.—The old Kalona Elvtr. has been sold to Brooks & O'Loughlin, who have wrecked it for old lumber.

Seymour, Ia.—Milton Liggett has bot the elvtr. of Bryant & Shephard and will take possession Dec. 1.—S. T. A.

Hepburn, Ia.—Work has been started on the new elvtr. of G. W. Carter which will replace the house burned Sept. 26.

Rippey, Ia.—We have installed a rope drive and a Richardson Automatic Scale.—J. W. Munson, agt. Brown Grain Co.

Buchanan, Ia.—Roscoe Ostrander has succeeded Chas. Dolge as agt. for the King-Wilder Grain Co. at this station.

Booneville, Ia.—The Taylor & Patton Co. has just completed a 15,000-bu. elvtr. The house was put into operation Nov. 19.

Sloan, Ia.—We have installed a new 30-h.p. boiler and have put up a new smokestack.—Earl Triplett, mgr. Farmers Cereal Co.

Iowa City, Ia.—The Farmers Co-operative Co. incorporated; incorporators E. D. Murphy, A. Grace, Chas. W. Gill and others.

Tama, Ia.—The elvtr. of the Farmers Elvtr. Co., containing 5,000 bus. of grain, burned at 7 p. m., Nov. 15. Henry Cory was mgr.

Dundee, Ia.—The Farmers Elvtr. & Mfg. Co., whose elvtr. was sold to Guy Siberling, has been dissolved. The company failed last spring.

Auburnett, Ia.—The Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators A. B. Burnett, pres. and E. R. Michel secy.

Ware, Ia.—I have succeeded P. Bourret as agt. for the Quaker Oats Co. and am mgr. of the elvtr. and lumber yards.—R. H. Patterson.

Gilman, Ia.—We will operate our new elvtr. as Vosburg, Beale & Co. The only other elvtr. here is that of the Farmers Elvtr. Co.—L. G. Beale.

Killiduff, Ia.—D. S. Fleck, who owns and operates an elvtr. here, has been elected state senator from Jasper county on the democratic ticket.—P. K.

Burlington, Ia.—J. W. McMeen, formerly mgr. for E. W. Wagner & Co. of Chicago, in this city, is now mgr. for the Pearson Brokerage Co., Terre Haute, Ind.

Kingsley, Ia.—The report that a new elvtr. would be built here is incorrect. There is no new elvtr. here.—W. H. Creasey, mgr. Farmers Elvtr. Co.

Carnarvon, Ia.—S. H. Parsons has been out of the grain business for a long time but he still receives grain bids and circulars, which he gives to me.—A. J. Graham.

Wright, Ia.—We expect to enlarge the capacity of the Unsicker Elvtr. which we have purchased, 3,000 bus. in the near future.—K. Knudson, W. L. Votaw Grain Co.

Carnarvon, Ia.—A. J. Graham has built a new office, at the side of his elvtr. and has installed an automatic scale, an oil burning engine and a new elvtr. leg with 6x11 in. buckets.

Ontario, Ia.—The recently incorporated Farmers Grain Co. has bot the elvtr. of the B. A. Lockwood Grain Co. here and will operate it. Elvtr. is in good condition.—A. C. Ross, sec'y, Ames.

Hubbard, Ia.—The Farmers Elvtr. Co. contemplates the erection of a new elvtr. on the site of the present house, next summer. B. Greenfield is mgr.—Henry Baier, Jr., agt. Quaker Oats Co.

Marengo, Ia.—I have disposed of my lumber and coal business but will continue in the grain and feed business under my own name.—M. F. Green, formerly operating as the Green Lbr. & Grain Co.

Havelock, Ia.—P. Bourret, mgr. for the Quaker Oats Co. at Ware, has been transferred to the company's elvtr. here, succeeding John Adams who resigned.—R. H. Patterson, agt. Quaker Oats Co., Ware.

Luther, Ia.—We have recently installed electric power in our elvtr. here and have thoroly repaired the house. We now have a capacity of 40,000 bus. at this station.—F. W. Brown, agt. Neola Elvtr. Co., Jefferson.

Hornick, Ia.—I am here for the Tiedeman Elvtr. Co. We have built an addition to our office, installed a new dump pit, built new corn cribs and given the elvtr. a thoro overhauling.—John F. Burns, mgr.

Mapleton, Ia.—When the Neola Elvtr. Co. recently opened its elvtr. here the big driving belt was missing. Sometime ago it was reported that the belt had been badly cut up, evidently someone wanted the remains too.

Ayrshire, Ia.—I recently bot the elvtr. of Geo. Edwards here but will build a new 25,000-bu. elvtr. in the spring. Will install gas engine, cleaner, and a hopper or automatic scale in the new house which will be modern in every way.—M. J. Conry.

Mallard, Ia.—The Farmers Elvtr. Co. will build a 20,000-bu. cribbed elvtr. covered with galvanized iron. The equipment will include a 1,500-bu. Richardson Automatic Scale, a Hall Distributor and a Constant Manlift. The Younglove Constr. Co. will do the work.

Des Moines, Ia.—Referee in Bankruptcy H. H. Whitaker will hear the objections of a com'ite of creditors of the B. A. Lockwood Grain Co., against the allowance of an alleged prior claim of \$17,000 against the company, of M. McFarlin, trustee, Nov. 25.

Fenton, Ia.—Ed. Sodeberg, second man at the elvtr. of the Farmers Elvtr. Co., has a sore finger as result of moving a trunk. It slipped and tore off a finger nail on his right hand and bruised the hand considerably. Mgr. M. Weisbrod is now on a vacation trip in Minnesota.

Lundgren, Ia.—We are building an annex and cob and dust houses. We are also enlarging the cupola and installing a 15-h.p. electric motor, 2,000-bu. automatic scale, No. 33 Western Cleaner and manlift. The Younglove Constr. Co. has the contract.—Lev. Wheeler, Wheeler Grain & Coal Co.

Linn Grove, Ia.—Our officers are Ira Hanson, pres., H. O. Hanson, treas., E. F. Powell, sec'y and myself mgr. Our new 15,000-bu. cement tank addition has been completed and we have installed another leg, making 2 now in use, 7½ h.p. electric motor and electric lighting system in elvtr. and office.—E. F. Gallimore, Farmers Elvtr. Co.

Wright, Ia.—I have sold my elvtr. and coal sheds to the W. L. Votaw Grain Co. and will give possession Jan. 1. The props. of the new company are K. Knudson who has been with me for 8 years and Mr. Votaw a "live wire" farmer. I will retain a corner of the office for the transaction of my private business.—D. K. Unsicker.

Davenport, Ia.—We increased the storage capacity of our house known as the Interior Grain Elvtr. here to 350,000 bus. and completely overhauled the building last summer. We also increased our loading and unloading facilities 60%. We maintain an office here and operate a number of Iowa elvtrs. altho our headquarters are at Minneapolis.—Merchants Elvtr. Co.

Manning, Ia.—The old elvtr. of Ohde & Marten which was being wrecked, burned about noon, Nov. 5. The workmen engaged in wrecking the building had just returned from dinner and had reached the top of the building when the fire was discovered. Some of them had difficulty in getting safely down, owing to the rapid sweep of the flames. A tank of gasoline in an out building exploded during the fire and several small buildings near by burned. The elvtr. and the machinery, which had not been removed, were insured. No grain was in store.

Madrid, Ia.—L. E. Johnson, of Johnson & Lundahl, who recently underwent 2 serious operations at a Des Moines hospital, is able to be around and is rapidly recovering tho it will be some time before he can take active interest in the business. He has been ill for 7 months, spending 10 weeks in the hospital. The company has recently installed an 8-ton scale with self-registering beam in its elvtr. Carl Lundahl of the company recently found 8 full and as many empty cigar boxes under the company's coal house near the depot. It is believed they were stolen from a shipment en route and hidden under the shed for safe keeping.

Gardiner, Ia.—W. R. Grant has built a 5,000-bu. ear corn crib addition to his elvtr. and has installed an electric motor.

Des Moines, Ia.—Clark Brown has sold his interests in S. E. Squires Grain Co. and Sawers Grain Co., to Mr. Squires, and the Messrs. I. P. Rumsey and H. A. Rumsey have done the same with their interests in the Squires Grain Co. Mr. Brown, with the Messrs. Rumsey have organized the Clark Brown Grain Co., and purchased of the Squires Grain Co. elvtrs. at Rippey, Angus and Paton, but the business will be operated from the head office maintained in this city with Clark Brown in charge. The company will also do a general grain business. Mr. Brown's connection with Rumsey & Co. in this new and closer relation reopens the Central Iowa field to the parties interested under even more fortunate conditions than existed when Mr. Brown represented them as he did several years ago.

Des Moines, Ia.—R. W. Harper has been appointed chairman of the elvtr. com'ite of the Relief Ass'n established by the governor, for the purpose of securing corn to be shipped to Belgium for the starving war refugees. Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, is also a member of the com'ite which will interest country dealers in soliciting corn from their customers for storage in the elvtr. subject to the orders of the com'ite. The com'ite started out with the idea of securing 100,000 bus. of corn but indications now point to 250,000 bus. Interest in the movement is widespread. At Webster City, the ladies have built small corn cribs on the street corners and placarded them with cards reading "Dump in Your Corn for Belgium." Contributions in money will be used to buy corn. Letters, cards and storage receipts to be signed by the dealers, have been sent to every grain man in the state and over 900 cards have been returned to headquarters, pledging support.

SIOUX CITY LETTER.

D. J. Kennedy is mgr. for the Atlas Elvtr. Co. at this market.

Rumsey & Co., Chicago, and C. J. Furst have applied for membership in the Board of Trade.

Arthur Leask is now mgr. for Ware & Leland, with offices in the Davidson Bldg. Mr. Leask has applied for membership in the Board of Trade.

The following rule has been regularly adopted by the Directors of the Board of Trade, effective Nov. 15: "The paying of reverse telephone calls by members when soliciting consignments of grain to arrive, or soliciting sales on incoming or outgoing grain, or permitting outside dealers to reverse telephone charges when calling members of this exchange relative to selling or buying grain, or grain products or any information whatever relative to quotations or prices, shall subject such member to a fine of \$5 for the first offense, and \$25 for each subsequent offense."—J. C. Mullaney, sec'y.

KANSAS

Manning, Kan.—The Neola Elvtr. Co. will build an elvtr.

Wilson, Kan.—The Farmers Elvtr. Co. will build a new office.

Patterson, Kan.—Fred Mikes has bot the elvtr. of W. W. Cotton.

Ford, Kan.—Work has been started on the new elvtr. of the W. T. Shute Grain Co.

Gt. Bend, Kan.—We are installing a 50 ft., 100-ton track scale.—Walnut Creek Mfg. Co.

Norwich, Kan.—Roy Haines is now agt. for the Kansas Flour Mills Co.—Bartlett Grain Co.

Summerfield, Kan.—Mark Flanagan has leased the elvtr. of John McClune and will operate it.

Arkansas City, Kan.—We have installed a new 50 ft. 100-ton track scale.—New Era Mfg. Co.

Alma, Kan.—The Derby Grain Co. is contemplating the erection of a 20x40 ft. addition to its elvtr.

Ford, Kan.—We are building an elvtr. here.—P. N. Holbrook, mgr. W. T. Shute Grain Co., Wilroads.

Wichita, Kan.—A. A. Dunmyer, of the state grain inspection dept., is a candidate for sec'y of the state senate.

Topeka, Kan.—A. H. Bennett, pres. of the Kansas Grain Dealers Ass'n, is a candidate for the office of chief grain inspector.

Sitka, Kan.—We have re-opened our elvtr. H. H. Edsall is mgr.—E. W. McRibbin, book-keeper for Sitka Elvtr. & Merc. Co.

Clay Center, Kan.—W. C. Miles is pres. and I. R. Martin sec'y of the recently organized Farmers Union that bot the Pinckerton Elvtr.

Darlow, Kan.—We may install a new engine in our elvtr. I have succeeded Oran Freese who died recently.—W. Keedy, agt. Kelly Mfg. Co.

Onaga, Kan.—The Benton Farmers Co. incorporated to build, own and operate elvtrs. and mills; incorporators Mary J. and J. O. Benton and Ed. E. Hines.

Barnard, Kan.—The farmers are trying to buy one of the elvtrs. here. If they can not make a deal, they will build.—J. M. Venard, agt. Jackman Roller Mills.

Atchison, Kan.—The Corn Belt Grain Co. has discontinued business at this point and we are operating the elvtr. formerly owned by them.—D. M. Cain, Cain Mfg. Co.

Attica, Kan.—I have sold my plant to the Hunter Mfg. Co., of Wellington, and am out of the grain business.—J. D. McCray, formerly prop. McCray Mill & Elvtr. Co.

Wichita, Kan.—Ben. U. Feuquay, mgr. grain dept. of the Robt. T. Ray Grain Co., has resigned and will engage in the grain business on his own account at Enid, Okla.

Lyons, Kan.—We are not making improvements in our office or installing new machinery as reported. In fact we are making no improvements at all.—Lyons Mfg. Co.

Wichita, Kan.—Marshall Hall, of St. Louis, Mo., who recently bot the Board of Trade membership of E. W. Jones, has opened a branch brokerage office here with Addison Hall as mgr.

Caldwell, Kan.—We are building 2 cement tanks of 25,000 bus. capacity each, with a new head house. Contract has been let to the Burrell Engineering & Constr. Co. and work will be started at once.—Border Queen Mfg. Co.

Canton, Kan.—The plant of the Canton Mfg. Co., consisting of mill, warehouse and elvtr., burned, Nov. 6; loss \$20,000. It will probably be rebuilt.—F. A. Kile.—The elvtr. contained several thousand bus. of wheat. The insurance amounted to \$12,500.

Lindsborg, Kan.—The elvtr. that the Farmers Union are thinking of buying is an old house. Nothing definite has been decided. We have no elvtr. to sell as we are using our 40,000-bu. house this year ourselves.—Smoky Valley Roller Mills.

Newton, Kan.—The report that we would build an elvtr. and warehouse here is incorrect. We do not know how the report got started, but it is untrue. We have opened a jobbing house at Pittsburg and are building a small warehouse there to handle feed and flour.—Newton Mfg. & Elvtr. Co.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. has bot suit for breach of contract against a farmer customer. The plaintiffs allege that the defendant agreed to deliver 1,500 bus. of wheat to the milling company in July at 62c. Delivery was extended to October but on the 23d of that month he sold the grain to a competing elvtr. for 92c a bu. The plaintiffs ask damages to the amount of \$495, the difference between the contract and the selling price.

New Salem, Kan.—We are now operating as Coffey Bros. Grain Co.—G. H. Coffey. The firm formerly operated as W. R. Coffey.

KENTUCKY

Maysville, Ky.—We are now breaking ground for our elvtr.—J. C. Everett & Co.

Louisville, Ky.—The new elvtr. of Henry Frueheneicht will be completed Jan. 1 and will be put into immediate operation.

Newport, Ky.—We are not building an elvtr. as reported, merely a warehouse next to our elvtr. on the L. & N. R. R.—Geo. Keller.

Louisville, Ky.—Jesse Graham and Al Hendon were recently convicted of the theft of several hundred grain bags from the elvtr. of the Washburn-Crosby Mfg. Co. and were sentenced to three years in the penitentiary.

Brodhead, Ky.—The company which we have recently incorporated will operate as the Rockcastle Mfg. Co. Our elvtr. will have a capacity of 20,000 bus. and the mill 60 bbls. The plant will be located on the L. & N. Ry.—C. T. Riddle.

LOUISIANA

Twenty-four parishes were represented in the boys' corn club exhibits at the recent Louisiana State Fair. Avoyelles out-ranked other parishes, Pointe Coupee and Webster registering next. Other parishes ranked in the order named: Sabine, Washington, Terrebonne, Lafayette. Four of the exhibitors made yields of more than 100 bus. an acre, Walter Willis of Osborne, Rapides parish, ranking first with a showing of 117 bus. The corn production in Louisiana aggregated 39,273,000 bus. for 1914, an average yield of 29 bus. to the acre as against 22 bus. in 1913, according to the estimates of the dept. of agriculture crop reporting buro. The hay yield is placed at 332,000 tons; compared with 240,000 tons in 1913.—W. W.

MARYLAND

Baltimore, Md.—Walter and Emory Kirwan, of the Kirwan Bros. Grain Co. which failed in May, 1912, who are charged with manipulating forged Bs/L, will be tried on the same charge for the second time at an early date. The first trial resulted in a jury disagreement.

Baltimore, Md.—Members of the Chamber of Commerce voted Nov. 24 on the following amendment to the com'sn rates now in force on the exchange: "The following rates of commission or brokerage charges for receiving, transferring and or selling, and or accounting for or otherwise disposing of the various kinds of property named in this Article, unless otherwise specified, being just and reasonable, are established as the minimum charges which shall be made for the transaction by members of this Chamber, of the business hereinafter specified. Wheat or rye, 1c per bu. Corn, in export elevator, 3/4c per bu. Oats or barley, in export elvtr., 1/2c per bu. Corn, oats or barley, otherwise than in export elvtr., 1c per bu. On all grain handled thru the driers, whether on contract or on consignment, all incidental expenses incurred shall be charged."

MICHIGAN

Pontiac, Mich.—We have moved our headquarters from Stockbridge to this city. C. E. DuPuy is pres. and now gen. mgr. of the company.—C. E. DePuy & Co.

Lowell, Mich.—The elvtr. of L. P. Thomas & Co., containing 8,000 bus. of hand picked beans, burned at 8:30 p. m., Nov. 17; loss \$15,000; fully covered by insurance. The elvtr. will be rebuilt at once.

Detroit, Mich.—David Stott, of the David Stott Flour Mills, Inc., has bot the S. Dow Elmwood homestead for \$175,000. It is said that Mr. Stott will build a new residence on the property, tearing down the old frame mansion.

The GRAIN DEALERS JOURNAL.

Detroit, Mich.—Henry C. Carson, E. J. MacLean and Henry Lauhaff recently purchased memberships in the Board of Trade.

Pontiac, Mich.—I have severed my connection with the C. E. DePuy & Co. as sec'y and mgr., but I am still a stockholder. I am contemplating the erection of an elvtr. and warehouse here in the spring but have not made definite plans as to site, building, etc.—B. E. Cummiskey.

Meridian, Mich.—The Omer Mill & Elvtr. Co. suffered a loss of \$50,000 in the fire of Nov. 4, that, starting in the elvtr., spread to adjacent property and destroyed every business house in the town and many homes. The elvtr. contained a carload of beans and considerable grain. The mill will not be rebuilt but a bean elvtr. will be erected.

MINNESOTA

New London, Minn.—The Farmers Elvtr. Co. will install a corn sheller.

Guckeen, Minn.—Some talk of a farmers company, but no definite plans.—S. T. A.

Carlisle, Minn.—The Farmers Elvtr. Co. has decided to close its elvtr. for the winter.

Breckenridge, Minn.—The elvtr. of the Farmers & Merchants Elvtr. Co., burned recently.

Clara City, Minn.—The Farmers Elvtr. Co. is building machine sheds adjacent to its elvtr.

Ashby, Minn.—We painted our elvtr. this fall.—C. E. Thorstenson, mgr. Northwestern Elvtr. Co.

Barry, Minn.—The Cargill Elvtr. Co. lost its engine house and contents by fire, Nov. 18; loss \$500.

Lake City, Minn.—The Tenant & Hoyt Co. is building 4 storage tanks with a capacity of 15,000 bus.

Rochester, Minn.—The elvtr. of J. C. Tracy is closed, has not been operated for over a year.—S. T. A.

Buffalo Lake, Minn.—The elvtr. of J. W. Rausch has been overhauled and remodeled and is now being used for corn.

Warren, Minn.—I am agt. for the Monarch Elvtr. Co. which has succeeded the Duluth Elvtr. Co. here.—G. B. Nord.

New Ulm, Minn.—The Eagle Roller Mill Co. has let contract to T. E. Ibberson for a 26x48 ft., 2-story addition to its rye mill.

Ghent, Minn.—John A. Brewers has been elected pres. of the Farmers Elvtr. Co., succeeding John Breen, who died recently.

St. Paul, Minn.—Chas. E. Lewis & Co., of Minneapolis, have opened an office in the Endicott Arcade. Todd W. Lewis is mgr.

Ivanhoe, Minn.—Gilbert Gilbertson is agt. for the Empire Elvtr. Co. at this station.—T. H. Lipinski, mgr. Farmers Independent Elvtr. Co.

Pemberton, Minn.—We have finished the repairs on our elvtrs. and are operating both houses.—H. G. Gregerson, agt. Hunting Elvtr. Co.

Foley, Minn.—Our company is the only one in the grain business at this station at present.—J. W. Feddema, mgr. Foley Mfg. & Elvtr. Co.

Duluth, Minn.—Tessman Bros. Co. incorporated to deal in grain; capital stock \$50,000; incorporators Emil A., Simon A. and Julius R. Tessman.

St. Cloud, Minn.—H. C. Ervin, well known to the grain and milling trade, died Nov. 16 at the age of 54. He had been ill for the last 4 years.

St. Paul, Minn.—The work will be started on the new elvtr. of C. C. Gray as soon as the debris of the old house, burned Oct. 27, can be cleared away.

New Prairie (Cyrus p. o.), Minn.—The elvtr. of the Farmers Elvtr. Co. burned at 2 a. m., Nov. 1, contained 8,000 bus. of grain at the time of the fire. The building and grain were insured for \$9,000.

Waltham, Minn.—G. F. Coffman bot the elvtr. of W. F. Markham which has not been used for several years, for the purpose of wrecking it.—E. J. Markham.

Renville, Minn.—We have built an addition to our office, doubling our office room. We have also installed a 15-h.p. electric motor and electric lighter in our elvtr.—Farmers Elvtr. Co.

Hutchinson, Minn.—The Empire Elvtr. has built corn cribs and is now buying corn. Christ Jensen is mgr.—The Pacific Elvtr. Co. has also built a crib 60 ft. long. C. J. Heller is mgr. of this house.

Cannon Falls, Minn.—Our new plant is already under roof and we are now equipping it with machinery. We expect to put it into operation, Jan. 15. It replaces the plant burned July 30.—Cannon Valley Mfg. Co.

Easton, Minn.—We have built new coal sheds and a double corn crib. We may have to make improvements on the elvtr. we bot of the Easton Grain Co. next year.—J. M. Wermerskechen, mgr. Farmers Elvtr. Co.

Hutchinson, Minn.—The Miller Elvtr. Co. is operating only one of its elvtrs. at this station and according to report, will wreck the idle house. The company has built a 10x50 ft. corn crib in connection with the elvtr. it is operating.

Duluth, Minn.—We have bot the business of H. F. Davis & Co. and have leased their warehouse, 90x125 ft. and 3 stories high. We will install machinery for mixing and grinding grain only and will do a general feed business.—Tessman Bros.

Chief River Falls, Minn.—We have recently completed elvtrs. at Silverton, Movie and Goodridge, new stations on electric line out of this city. None of the stations are post offices. All of the elvtrs. have a capacity of 30,000 bus.—Hanson & Barzen Mfg. Co.

Elysian, Minn.—The 500-bbl. mill, power house, and elvtr. of the Elysian Mfg. Co. burned at 1 a. m., Nov. 14. About \$20,000 worth of wheat and flour were also consumed. The fire started in the engine room and spread rapidly. The insurance amounted to \$40,000. John W. Jennison was mgr.

Rochester, Minn.—Much of the \$10,000 worth of grain in the elvtr. of the Boler Scanlan Co. at the time of the fire, Oct. 25, was merely scorched a little and can be salvaged. Workmen are now engaged in cleaning up the ruins of the house and the work of rebuilding will probably commence very soon.

St. Cloud, Minn.—James M. Quilty, sales-mgr. for the Sleepy Eye Flour Mills Co., Minneapolis, has succeeded the late Wm. Stratton, as sales-mgr. for the Gt. Nor. Flour Mills Co. which recently took over the plant of the Geo. Tileston Mfg. Co. The Gt. Nor. Flour Mills Co. will move its headquarters to Minneapolis about Jan. 1.

Westbrook, Minn.—Wm. Meyers, grain dealer, was instantly killed, Nov. 13, and Bert Milligan, sec'y and mgr. for the Farmers Elvtr. Co., was internally injured in an automobile accident near Revere. The machine was traveling at a rapid rate and in crossing a narrow bridge, swerved and struck the further side of the structure turning completely over. Mr. Meyer's neck was broken, a companion in the car was completely scalped, and Mr. Milligan and two other men were more or less seriously hurt.

Vining, Minn.—T. H. Froslee, prop. of the Froslee Elvtr., was awarded judgment for \$1,000, Nov. 13, against the Lund's State Bank of this city. When asked for a report as to Mr. Froslee's standing by a credit agency, the bank is alleged to have reported that Froslee was financially weak and that he was in the habit of borrowing all the money he could get from farmers. The bank contended that the plaintiff had overdrawn his account with the bank a number of times. He always made good the overdrafts according to the defendants, but withdrew his account from the bank.

Marshall, Minn.—Chas. Vogtel, H. L. Beecher, Wm. Silverson and other stockholders in the Eagle Roller Mill Co. have bot the plant of the Marshall Mfg. Co. The plant will be operated as a separate corporation. Chas. Vogtel will be pres., John H. Siegel, 1st vice-pres., W. Silverson, 2d vice-pres. and H. L. Beecher, treas. The plant was owned by W. F. Giesecke and Albert Blanchard.

St. Paul, Minn.—Sixteen horses owned by Jameson, Hevener & Griggs, and three owned by C. C. Gray, whose elvtr. burned recently, were burned to death in a fire that damaged the elvtr. of Jameson, Hevener & Griggs, Nov. 12, to the extent of \$15,000. The office and the basement in which the horses were stabled, were a roaring furnace when the fire was discovered. Buck, one of Mr. Gray's horses, has been twice rescued from fires in the Gray Elvtr. recently. The Jameson Elvtr. was gutted by fire July 16, the loss amounting at that time to \$50,000.

MINNEAPOLIS LETTER.

L. N. Loomis, of the old firm of the Loomis, Benson Co., now out of business, died Nov. 16.

The new plant of Yerxa, Andrews & Thurston was put into operation Nov. 16. The elvtr. of the company will be known as the Nokomis Elvtr.

The offices of the Minnesota Grain Co. have been moved to the Chamber of Commerce Annex, where larger and more modern quarters have been secured.

An added interest to the installation of A. C. Loring as pres. of the Chamber of Commerce, is the fact that just 30 years ago, his father C. M. Loring took the oath for the same office.

We are now operating all the houses of the Duluth Elvtr. Co. which has gone out of business. The elvtrs. are at White Rock, Sherman, Lennox, Davis and Viborg. S. D. F. T. Heffelfinger is pres., C. F. Deaver, treas., A. Stewart, vice-pres. and gen. mgr. Henry Nelson, sec'y and myself gen. supt. of the company.—W. L. Smith, Monarch Elvtr. Co.

W. J. Scott, a member of the Chamber of Commerce, was seriously injured, and his brother was instantly killed, Nov. 17 when their automobile left the road just outside of the city limits and turned over. Mr. Scott was pinned under the car and was unconscious when picked up but altho he is painfully bruised and cut, physicians at the hospital to which he was taken, believe he will recover. Mr. Scott was formerly salesman in Chicago for the Invincible Grain Cleaner Co. Later he was connected with the Nye & Jenks Grain Co. in this city and is at present with Quinn, Shepherdson & Co.

MISSOURI

Gallatin, Mo.—An elvtr. will be built at this point soon.

Parkville, Mo.—The Parkville Mfg. Co. has extensively repaired its plant and installed new machinery.

Concordia, Mo.—We contemplate making a few changes in our elvtr. Will install a new dump and a little conveying machinery.—J. S. Klingenberg & Son.

Joplin, Mo.—We have just installed a 500-bu. hopper scale. We have also completed a 16,000-bu. addition to our elvtr.—J. W. Boyd Grain & Com'sn Co.

Reeds, Mo.—We expect to build a farmers co-operative elvtr. and warehouse this winter. I am now operating a scoop shovel elvtr. and have shipped 50,000 bus. of wheat for the farmers here since this year's crop started to move.—W. W. Whitaker.

Skidmore, Mo.—The elvtr. of Ed Bosely, the oldest building in town, is being wrecked. It was built in 1883 by Ed. Nash and has been owned by Mr. Bosely for 18 years. The elvtr. is on the C. B. & Q. right of way and the company has asked for its removal.

Bigelow, Mo.—We have recently installed a corn cleaner in our elvtr.—Bigelow Grain Co.

Cosby, Mo.—While we are building an elvtr. here we do not claim to be the grain buyers at this station. Walter Mullin is grain buyer for this market. He is not connected with our firm and will run the elvtr. in his own name. We are building the house and Mr. Mullin will run it. It is being built especially for wheat but will handle other grains also. It will have a capacity of 15,000 bus. and will be equipped with the latest machinery. The house is on the C. B. & Q.—Cosby Lbr. Co.

KANSAS CITY LETTER.

E. E. Matchette of the Orthwein-Matchette Co., is the proud daddy of a brand new grain dealer who arrived at his home, Nov. 10.

C. N. Woodward, of the Western Grain Co., has bot the Board of Trade membership of W. T. Redmon and has applied for membership.

Robt. Y. Smith has taken over the business of the Smith-Mann Grain Co. and has opened an office in the Postal Telegraf Bldg. He will operate as the R. Y. Smith Grain Co. and will deal in cash grain and futures.

The Shofstall Hay & Grain Co. incorporated; capital stock \$2,000; Clement S. Scott, Wm. M. and Clifford E. Shofstall incorporators. The company formerly operated at Memphis, but has sold its membership at exchange.

An amendment to the rule of the Board of Trade, relative to the posting of unreliable dealers outside of the exchange membership has been proposed by the directors. All complaints are to be referred to the arbitration com'ite and the publicity provided for in the present rule is to be abolished.

An attempt was made, Nov. 11, to secure \$5,000 on forged Bs/L by a man representing himself to be C. F. Bell of Densmore, Kan. Mr. Bell called at the office of the Moss Grain Co. and asked for an advance of \$5,000 on a shipment of 6 cars of wheat, for which he presented Bs/L. He was told to call later for the money and during his absence an investigation was made and it was found that he had forged the Bs/L on 6 cars which had been consigned by the Crowell-Baker Grain Co. to the Hall Baker Grain Co. He was formerly the Mo. Pac. agt. at Densmore and had, when the original shipment was made, given Bs/L with false car numbers to the Crowell-Baker Co. and had made out bills with the correct numbers for himself, giving the Moss Grain Co. as consignee. When he came back for the money the Moss company refused to make the advance or to return the Bs/L. Before an arrest could be made Bell disappeared.

ST. LOUIS LETTER.

Ed. P. Loesch, for many years a statistician on the Merchants Exchange, was married Nov. 11 to Miss Catherine McCormick.

No amendment to Rule 16 of the Merchants Exchange will be made at present, the proposed change, allowing a majority vote instead of a 2/3d's vote on amendments to the rules and by-laws of the exchange, having been defeated by a vote of 121 to 90.

An oil painting of Ex-pres. E. O. Stanard has been hung in the main hall of the Merchants Exchange. The portrait was presented to the exchange by his son and daughter. Mr. Stanard, who was pres. of the exchange in 1866, died a number of years ago.

Patrick J. Barron, a deputy supt. of weights in the weighing dept. of the Merchants Exchange for the last 10 years, died at Centralia, Mo., Nov. 16. He had been connected with the weighing dept. since 1892 and prior to that was in the grain business at Centralia. His son, Chas. Barron is a member of Barron & Wilson, the official grain samplers for the exchange.

Sec. 12 to Rule 4 of the Merchants Exchange was amended by vote of the members, Nov. 5, the following paragrap being added: When grain, hay, feedstuffs or seeds are sold from track "to arrive" for delivery, to elvtr., industry or team track, shall not have been unloaded within 5 days including date of delivery to railroad on which elvtr., industry or team track is located the buyer shall pay to the seller interest at the current rate, provided always that the minimum rate of interest so charged shall be at the rate of 6% per annum, for each day after the expiration of the 5-day period mentioned heretofore.

The following amendments to the rules of the Merchants Exchange were voted upon Nov. 24: Com's'n rate for the sale of corn in bulk, on track, in elvtr. or to arrive, $\frac{3}{4}$ c per bu.; minimum rate of \$5 per car. Com's'n rate for the purchase of corn in bulk, on track, in elvtr. or to arrive, $\frac{3}{4}$ c per bu. Whenever any property as above described is bot or sold on com's'n, for account of a member of this Exchange, or for account of a firm or corporation, one of whose general partners or officers is a member of this Exchange, in good standing, the minimum charge shall be $\frac{3}{4}$ c per bu. on bulk wheat, rye or barley; $\frac{1}{2}$ c per bu. on bulk corn, but in no case less than \$5 per car, and $\frac{3}{4}$ c per bu. on bulk oats; on hay $\frac{1}{2}$ c of the present rate charged to non-members; on other commodities, including sacked grain, grain products, seeds and castor beans, the minimum charge shall be $\frac{1}{4}$ c of the present rate charged to non-members. But in all cases the member acting as com's'n merchant shall, in addition, charge exchange on drafts and interest at the current rate on all money advanced or paid by said member, or his firm or corporation, on account of or against such property, from the time of such advancement or payment to the time of reimbursement, provided, always, that the minimum rate of interest so charged shall be at the rate of 6% per annum.

MONTANA

Nashua, Mont.—The Farmers Elvtr. Co. will install a feed mill.

Lambert, Mont.—The Occident Elvtr. Co. has completed its 50,000-bu. elvtr.

Brady, Mont.—C. M. Dolven is mgr. of the recently completed elvtr. at this station.

Three Forks, Mont.—B. F. Antonsen has completed his 30,000-bu. elvtr. and it is in operation.

Oxford, Mont.—The 30,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.—S. P. Robinson, agt.

Geraldine, Mont.—Mr. Wadman has built a small flour and feed mill here, but no elvtr.—H. S. Compton, agt. Gallatin Valley Elvtr. Co.

Lambert, Mont.—We have organized the Grain Growers Co-operative Elvtr. Co. with a capital stock of \$10,000. I am pres.—C. S. Gregg.

Glendive, Mont.—Stockholders of the Eastern Montana Elvtr. Co. will vote today on the question of increasing the company's capital stock to \$150,000.

Coffee Creek, Mont.—Officers of the recently incorporated Farmers Elvtr. Co. are Levi Stout, pres., M. Hines, vice-pres., Ernest Foster, sec'y and John Krumm, treas.

Drummond, Mont.—F. P. Emery, formerly mgr. for the Farmers Elvtr. Co., has been retained as mgr. for the Montana Central Elvtr. Co. which recently bot the house.

Scobey, Mont.—The Ames Mill Co. has nearly completed its plant. The company will manufacture flour, deal in feeds, ground oats, barley, bran, shorts, etc. J. D. Smith is grain buyer.

Square Butte (Geraldine p. o.), Mont.—The McCaull-Webster Elvtr. Co. has built an elvtr. at this point, but has no other house on the line.—H. S. Compton, agt. Gallatin Valley Elvtr. Co., Geraldine.

Fox Lake, Mont.—Elvtrs. will probably be built at this station and at Circle.

Lewistown, Mont.—The recent reports of another Farmers Elvtr. Co., incorporated here are incorrect. There is nothing in it. No doubt the reports refer to the company at Coffee Creek.—G. L. Friedlein, mgr. Farmers Elvtr. Co.

Helena, Mont.—State Grain Inspector J. E. Templeton reports 414 elvtrs. in the state with an average capacity of 30,000 bus. The elvtrs. are located at 222 stations and operated by 179 different companies. Line companies operate 199 of the elvtrs., one company having 29 houses. Farmers operate 67, and the 148 remaining are operated by Montana companies. Only half of the elvtrs. according to Mr. Templeton, are licensed and the rest are all liable for prosecution for failing to obtain a license to do a storage business, if they store grain for a compensation. One firm recently paid a \$200 fine for violation of this law.

NEBRASKA

Schaupps, Neb.—The Schaupps Grain Co. will install a gas engine.

Loma, Neb.—A new belt has been installed in the elvtr. of Alois Ruzicka.

Silver Creek, Neb.—The Farmers Elvtr. Co. has been organized at this station.

Minatare, Neb.—The elvtr. of the Central Granaries Co. at this station is closed.

Hardy, Neb.—The Farmers Union Elvtr. Ass'n incorporated; capital stock \$7,500.

Hebron, Neb.—The Farmers Society of Equity will build a new elvtr. in the near future.

Albion, Neb.—August Rathjen has succeeded W. P. Stebbins as mgr. for the Albion Elvtr. Co.

Genoa, Neb.—The property of H. E. Fonda & Co. is in the hands of a receiver and will be sold.

Valley, Neb.—The new elvtr. of the Farmers Co-operative Ass'n will have a capacity of 15,000 bus.

Filley, Neb.—The Farmers & Merchants Elvtr. Co. will remodel and repair its elvtr. C. W. Hageman is mgr.

Ord, Neb.—Farmers have organized an elvtr. company here.—M. G. Kusek, mgr. Farmers Grain & Coal Co., Elyria.

Byron, Neb.—The elvtr. of the Central Granaries Co. is closed for the season.—H. J. Lienhart, mgr. Hynes Elvtr. Co.

Cowles, Neb.—Wm. Motter has succeeded S. F. Starks as agt. for the Koehler-Twidaelvtr. Co.—Chas. W. Wood.

Schuyler, Neb.—The Wells-Abbott-Nie-man Co. was handicapped by a breakdown recently but continued in operation.

Leroy sta. (Ayr p. o.), Neb.—I am building a new power house and will install a 12 h.p. gas engine.—Jas. A. Finnerty.

Eldorado, Neb.—We have succeeded the Eldorado Grain & Lbr. Co. at this station.—G. A. Tobey, agt. Updike Grain Co.

Potter, Neb.—The Farmers Elvtr. Co. has commenced operation with Fred Nelson as buyer, having bot the Nelson Elvtr.

Memphis, Neb.—The material for the new elvtr. of the Farmers Elvtr. Co. has been received and work will be started at once.

Elmwood, Neb.—The Elmwood Mill & Elvtr. Co. is making improvements in its plant and will install an electric light plant.

Paul, Neb.—F. A. Bartling has resigned as mgr. for A. B. Wilson, and is now operating the elvtr. of the Bartling Grain Co. under lease.

Elyria, Neb.—We expect to overhaul our elvtr. in the spring. We have the only elvtr. here.—M. G. Kusek, mgr. Farmers Grain & Coal Co.

Polk, Neb.—Some one must have gotten the wires crossed. I am not building an elvtr. as reported. I did build a corn crib and granary combined.—R. S. Glasser.

Loomis, Neb.—The Farmers Co-operative Co. incorporated; capital stock \$10,000; incorporators C. G. Youngquist, R. Phillips, I. A. Masters and others.

Maxwell, Neb.—The C. F. Iddings Co. is no longer in business here. We have taken over the entire business including the elvtr.—Coates Lbr. & Coal Co.

North Bend, Neb.—Farmers Union Co-operative Co. incorporated; capital stock \$25,000; incorporators Frank Lunan, R. L. Scott, H. G. Mines and others.

Grand Island, Neb.—We have installed a motor as an experiment. Have not decided yet whether we will permanently operate by electricity or not.—Henry Glade Mfg. Co.

Emerson, Neb.—The elvtr. bot from the Saunders-Weststrand Co. by the Holmquist Grain & Lbr. Co. and myself is closed. It will be used for storage purposes only.—Oscar Bring.

Carroll, Neb.—Cy. Sutton has succeeded Geo. Congdon as mgr. for the Saunders-Weststrand Co., Mr. Congdon having resigned.—H. FitzSimmons, agt. P. B. Mann Anchor Grain Co.

Powell, Neb.—The Lincoln Grain Co. has sold out to R. A. Danksin. I will continue to work for the Lincoln company but do not know where yet.—C. W. Samms, formerly agt. L. G. Co.

Eddyville, Neb.—The elvtr. recently burned at this station belonged to the Omaha Elvtr. Co. but had not been in operation for 4 years. D. Wort has the only elvtr. here now.—D. Gray.

Valley, Neb.—Work has been started on the 30,000-bu. elvtr. of the Farmers Co-operative Ass'n by the Younglove Constr. Co. which has the contract. The equipment includes a Richardson Automatic Scale, Hall Distributor and gas engine.

Steele City, Neb.—J. O. Taylor has not shipped a car of grain out of this city for several months. He is a feeder and ships in some corn. He may have secured a site as reported but I don't think he will build an elvtr. here or at any other station.—A. H. Phelps.

Arcadia, Neb.—Jay Hamilton, who has been employed by the Dickinson Seed Co. at Ord for the last 5 years, has succeeded Tommy Thompson as our agt. here. Mr. Thompson has gone into the furniture business at Dannebrog.—Lee Wilsey, sec'y Wilsey Grain Co., Lincoln.

Kilgore, Neb.—The Farmers Elvtr. Co. is building a 25,000-bu. cribbed elvtr. to be covered with galvanized iron. The equipment will include a Constant man-lift, an 8-h.p. engine and a 5-ton wagon scale. The Younglove Constr. Co. has the contract. The officers of the company are E. B. Wilson, pres.; A. J. Brackett, vice-pres. and J. C. Snyder, sec'y-treas.

Dix, Neb.—The farmers around here are building a 14,000-bu. elvtr., 26x30 ft. to be owned and operated by a farmers company. As we will not ship any grain until the next crop, we will not install machinery until spring. We have put in a strong foundation so that we can add to the elvtr. if we need to. The elvtr. is 53 ft. high. Our officers are Ernest Gouding, pres., C. Anderson, treas. and J. Clawson, Jr., sec'y. I am a director not pres. as reported.—R. R. Barnes.

OMAHA LETTER.

C. O. Oline has opened an office in the Brandeis Bldg. and will do a general grain brokerage business.

M. W. Cochrane, formerly of St. Louis, has taken charge of the consignment dept. of the Cavers-Sturtevant Co.

A movement is on foot to secure greater trackage facilities at Council Bluffs, Ia., in order to facilitate the movement of grain cars to and from the big terminal elvtr.

Nathan Merriam, and C. C. Crowell, who were candidates for congress on the progressive and prohibition tickets, respectively, were both defeated, the democratic nominee being elected.

The Rainbolt Corn Co. now controls the Corn Falfa Mills, formerly operated by the Peterson & Gloe Grain Co. The new company will have an 18,000-bu. elvtr. independent of the alfalfa mill.

Frank A. Brown, of the Brown Grain Co., Martin Millard, of the Merriam-Millard Co., and J. A. Linderholm, of the Crowell Elvtr. Co., were elected directors of the Grain Exchange at the annual election, Nov. 11.

The Cavers-Sturtevant Co. is building a 20,000-bu. cribbed elvtr., 30x30 ft. and 95 ft. high. A 2-story warehouse, 30x40 ft. with a storage capacity for 8,000 sacks, and a 300-ton hay warehouse will also be erected adjoining the elvtr. L. G. Frohardt will be supt.

The directors of the Grain Exchange have revised the original plans for the new exchange bldg. and will erect a larger building than was intended. The new plans call for a frontage of 144 ft. on 19th st. and 120 on Harvey st. The building will be 8 stories with the exchange room and offices on the top floor. Work will not be started until spring, altho the foundations will be put in if the weather permits.

The Corn-Falfa Mill Co. is building a 40x114 ft. mixed grain, alfalfa and molasses feed plant to have a daily capacity of 125 tons. The company will also build a 30,000-bu. elvtr. which will be equipped with one of the largest hopper scales west of the Mississippi. The officers of the company are Peter Krogh, pres., C. S. Rainbolt, vice-pres. and Ray Rainbolt, sec'y. The company will also transfer grain. The Van Ness Constr. Co. has the contract for the plant.

The 12th annual meeting of the Nebraska Farmers Co-operative & L. S. State Ass'n will be held at the Hotel Rome, in this city, Dec. 16 to 18. The principal subjects for discussion will be the railroad rate question, public warehouses, grain inspection, accounting for farmers elvtr. companies and the new corn grades. Hon. Clifford Thorne, chairman of the Iowa Railroad Com's'n and two government representatives will address the delegates.—J. W. Shorthill, sec'y, Hampton.

NEW ENGLAND

Boston, Mass.—The annual meeting of the Chamber of Commerce was held Nov. 17 and 7 directors were elected.

Portland, Me.—Daniel Chase, for many years in the grain business here, died Nov. 12 after a lingering illness. He was 71 years old and retired from active business 20 years ago.

Brattleboro, Vt.—The only building burned in the fire of Nov. 3, that belonged to us was a hay shed containing \$1,200 worth of hay and straw which was insured for \$1,000. The insurance on the building amounted to \$500. We will not rebuild the shed.—Valley Grain Co.

NEW YORK

Troy, N. Y.—The Boutwell Mfg. & Grain Co. has sold its property to the city authorities and the water power will be used for the barge canal. The company will build a new plant.

Buffalo, N. Y.—With its new 1,500,000-bu. elvtr. completed last month, the Superior Elvtr. Co. has decided to start work immediately on a new drier house and a boiler house to cost \$20,000.

Seneca Falls, N. Y.—We understand the Chamber of Commerce thru their sec'y is trying to induce the L. V. R. R. Co. to build an elvtr. here. While it would be a good thing for the town to have an elvtr. here, we do not know what the result will be, and have our doubts if there are many interested in the project. This is a very good country for grain however and we do not see why a good elvtr. would not pay for itself in a short time.—E. R. Haysen Co.

NEW YORK LETTER.

Produce Exchange memberships are now quoted at \$550 to \$575, a material advance in value.

Wm. McNamara employed in the New York Central Elvtr., fell 60 ft. into a wheat bin at the elvtr., Nov. 16. He is shot to be fatally injured.

The new customers' room of the Keusch & Schwartz Co., was opened Nov. 9. One of the main features of the room, which is large and up-to-the-minute in equipment, is the large ground glass quotation board.

The loss on the elvtr. of the New York Dock Co., known as Dows Stores, which burned Nov. 8, is placed at \$100,000. The fire started on the 2d floor of the 9-story building and was beyond control when discovered.

Robt. W. Gwathmey, representative of the Bartlett Frazier Co., Chicago, at this market, died Nov. 18. Mr. Gwathmey died in a Baltimore sanitarium to which he was taken some time ago for treatment for stomach trouble.

The office of 2d vice-pres. of the Standard Mfg. Co. will remain vacant for the present. No one will be appointed to succeed Ward B. Sheardown, who was killed by a street car, Oct. 29, the day following his re-election to that office.

Applications for membership in the Produce Exchange have been made by Carlos Falk of Bunge & Bern, Buenos Ayres, Argentina, one of the largest grain firms; Ignace Panzer of Goldstock, Hainz & Co., grain cargo dischargers, London, Eng.; Paul Strauss of Anton Strauss, export and import, Budapest, Hungary; Jean J. Goldschmidt of E. J. A. Goldschmidt & Co., grain and seed, Paris, France; Daniel F. Haverstick of Daniel F. Haverstick & Co., grain and produce com's'n, Trenton, N. J., and Bertram D. Blythe, of the Balfour Williamson Co., San Francisco, Cal.

NORTH DAKOTA

Roth, N. D.—The local elvtr. recently suffered a \$50 fire loss.

Edgeley N. D.—H. L. Cooper has leased the Edgeley Roller Mills.

Leal, N. D.—N. J. Olson & Sons have no agt. here at present.—M. P.

Alkabo, N. D.—I am mgr. for the Standard Grain Co. at this station.—G. E. Almy.

Beach, N. D.—Adam Faris has bot the elvtr. of the Lee Grain Co. and is in possession.

Millerton (Edgeley p. o.), N. D.—The elvtr. of the Dakota Grain Co. has been closed for the season.

Colfax, N. D.—We have closed our elvtr. at this station.—St. Anthony & Dakota Elvtr. Co., Minneapolis.

Watford sta. (Schafer p. o.), N. D.—The elvtr. of the Watford Grain Co. is nearly completed and Mgr. A. D. Frazier is now receiving grain in the new house.

Eldridge, N. D.—R. C. Merrill has succeeded me as agt. for the Powers Elvtr. Co. here. I have been transferred to Kildeer (Manning p. o.).—C. W. Knapp.

Eckelson, N. D.—The elvtr. of the Powers Elvtr. Co., containing \$16,000 worth of grain, burned at 11:45 p. m., Nov. 17 and is a total loss. The fire started in the chimney of the office building.

Halliday, N. D.—The new elvtrs. of the Powers Elvtr. Co., Occident Elvtr. Co. and the Farmers Elvtr. Co. have been completed and are taking in grain. J. S. Havens is mgr. for our company there.—C. W. Knapp, agt. Powers Elvtr. Co., Kildeer (Manning p. o.).

Hazelton, N. D.—John Burkhardt, employed in the elvtr. of the Farmers Union Elvtr. Co., attempted to turn the oil cup on the shaft so that he could oil it without stopping the machinery. He became entangled in the chain and sprocket drive and was terribly mangled and crushed, dying from his injuries soon after he was released.

Kildeer (Manning p. o.), N. D.—The Occident Elvtr. Co., Winter-Truesdell-Ames Co. and our company are building elvtrs. at this station which is a new town at the end of the Nor. Pac. extension of the branch northwest of Mandan.—C. W. Knapp, agt. Powers Elvtr. Co.

OHIO

Piqua, O.—I will spend the winter at Daytona, Fla.—C. M. Adlard.

Cleveland, O.—We are not in the grain business any longer.—The Theobald Mfg. Co.

Litchfield, O.—H. L. Rasor, of Kent, has bot a local elvtr. and will move his family to this city. His son will be mgr.

Litchfield, O.—Our elvtr. has changed names. It is now operated as the Litchfield Grain Elvtr. Co.—Gilbert Bros.

Toledo, O.—The friends of A. W. Boardman, former mgr. of the Eastside Iron Elvtr., are endeavoring to secure his nomination for mayor.

Luckey, O.—We are installing a new cleaner and a manlift made by the Philip Smith Mfg. Co.—W. H. Slaybaugh, Toledo, mgr. Luckey Elvtr. Co.

Spring Valley, O.—We now own the Spring Valley Mills and the elvtr. formerly belonging to John De Wine. I am mgr. of the Grain dept.—F. M. Hutt, Spring Valley Merc. Co.

Deshler, O.—The Robinson Grain Co., formerly of Lima, has bot the plant of the Deshler Roller Mills, which have not been operated for some time. The plant was opened Nov. 11, under the management of O. C. Robinson.

Portsmouth, O.—H. S. Grimes, who has been under treatment at a hospital in Baltimore, has returned to his home here and is reported well on the way to recovery. This is cheering news to his many friends who have missed him at recent conventions.

Yellow Springs, O.—When we sold our plant at Spring Valley, we transferred our agt., Earl Confer at that point to our elvtr. here. We have recently installed more power in our elvtr. and equipped our poultry feed plant with new and modern machinery.—The John De Wine Co.

West Salem, O.—Calvin Salen, of Wm. Salen & Co. and prop. of the West Salem Elvtr., died Nov. 7, at the hospital in Marion. Worry and regret over an accident, Sept. 13, in which his automobile collided with a motorcycle and injured the riders of the machine, are said to have greatly contributed to the causes of his death.

Frankfort, O.—My new elvtr. has been completed and is receiving grain. I have 8 bins with a capacity of 20,000 bus. and an ear corn crib of 45,000 bus. capacity. The house is of cribbed construction, with metal roof and metal siding and it is equipped with 3 dumps, standard scales, double elvtrs. for either shelled or ear corn. Corn can be unloaded, shelled, elevated and loaded into cars in the same operation thus insuring no delay. The Burrell Engineering & Constr. Co. did the work.—Elias Hutton, prop. Paint Valley Elvtr.—Mr. Hutton's elvtr. was struck by lightning and burned July 26.

Port William, O.—Our elvtr. burned Nov. 14, the blaze starting in the engine room. We will build a new plant at once.—O. W. Linkhart & Son, Reesville.—The elvtr. contained from 1,200 to 1,300 bus. of wheat, 800 bus. of corn, \$500 worth of middlings, \$400 worth of oats, and \$100 worth of oil meal at the time of the fire. The loss on the building is placed at \$4,000 and it was insured for \$2,000, insurance amounting to \$1,000 being carried on the contents. Some flour and clover seed in the office and the office fixtures were all that was saved. The fire was discovered in the boiler room at 7:30 but had gained such headway that nothing could be done to save the house. A small blaze was discovered in the boiler room

at noon and was supposedly extinguished, but it is thought that it smoldered and burst into flame again in the evening as the fire was first seen in almost the same spot. The elvtr. was built in 1894 and has been owned by Linkhart & Son since 1902.

CINCINNATI LETTER.

Joe Heringer, of Newport, Ky., has applied for membership in the Chamber of Commerce and Ned H. Strum, of Elsas & Fritz, has been admitted to membership.

Wm. Schepers, who retired from the grain business some time ago, died recently at the age of 68. Mr. Schepers was well known to the older generation of the trade.

B. W. Wasson, of B. W. Wasson & Co., is slowly but surely recovering from the effects of a recent operation and his many friends expect to see him about again before long.

The report that we had engaged in the grain business at this market was incorrect. We do not handle grain, either spot or future, limiting ourselves to investment securities.—Channer & Sawyer.

R. H. Archibie, for many years doorkeeper of the Chamber of Commerce, is recovering from the effects of a broken rib. Mr. Archibie stepped on a table to light a gas jet, and fell when the table tipped to one side, breaking his rib.

T. M. Dugan, of the Ferger Grain Co., was recently injured in an automobile accident. He attempted to pass a buggy in a narrow road and his car ran into the ditch and tipped over. Mr. Dugan sustained a compound fracture of the left leg and other injuries. His two companions were also seriously injured.

At an informal dinner of the Grain & Hay Exchange of the Chamber of Commerce, Nov. 10, the effects of the quarantine restrictions and embargo on grain and hay shipments, on this market were carefully discussed. Pres. W. R. McQuillan presided and the subject was thoroly explained by Guy Freer, traffic mgr. and Attorney A. Bettman, who addressed the diners.

The reports that I have sold my interests in the Emrick Hay & Grain Co. and that I have left the city are untrue. I have not disposed of any of my interests in Cincinnati nor have I left the city, except on a business trip thru the south. The company, an Ohio corporation, discontinued operating its hay and warehouse business at this market on account of the current conditions existing thruout the south which made the shipping of hay unprofitable for rehandling thru an expensive warehouse. However, the company is taking care of its business from the country warehouses in which it is interested.—C. S. Emrick.

OKLAHOMA

Woodward, Okla.—The Woodward Cotton Co. will build a 20,000-bu. elvtr. and 50-bbl. mill.

Pauls Valley, Okla.—The Pauls Valley Mfg. Co. has made extensive improvements in its plant.

Gage, Okla.—E. Carper, formerly mgr. for the Gage Roller Mills, has left this part of the country.—X.

Goltry, Okla.—Mail addressed to the Goltry Mfg. Co. is returned with the notation "no such company here now; defunct."

Camargo, Okla.—Farmers are interested in the organization of an elvtr. company and have decided to build a house at an early date.

Hugo, Okla.—The new elvtr. of the Hugo Mill & Elvtr. Co. has been completed and is in operation. The house was built at a cost of \$15,000.

Ft. Cobb, Okla.—I am not in the grain business any more. G. W. Knight has succeeded me as agt. for the Powell-Tabb Grain Co.—A. W. Fertig.

Tyrone, Okla.—I have succeeded Peter Loeff as mgr. for the Liberal Elvtr. Co.—Geo. Meader.

Poteau, Okla.—Business men of the town are interested in the proposed erection of an elvtr. and mill here. James Boozman is one of those interested.

Oklahoma City, Okla.—J. N. Teague, head miller for the Oklahoma City Mill & Elvtr. Co. for the last 15 years, died Nov. 12, from a complication of kidney and heart trouble.

Goltry, Okla.—Three elvtrs. are in operation at this station. J. N. Tyner has been buying wheat thru the Goltry mill and is the successor of the Goltry Mfg. Co.—Choctaw Grain Co.

Enid, Okla.—Ben U. Feuquay, mgr. for the Robt. T. Ray Grain Co. at Wichita, has resigned and will open a grain office in this city. Garland White of Rosston, will be associated with him.

Gage, Okla.—By a bad stroke of management on the part of a former mgr., the finances of this company are in a bad shape. The directors of the company will hold a meeting Nov. 25 to consider and adjust the outstanding claims.—Gage Roller Mills.

Enid, Okla.—At a local meeting of the Oklahoma Grain Dealers Ass'n held in this city, Nov. 7, over 100 members were present and registered a protest against the recent embargo established by the Santa Fe R. R. against wheat for export by way of Galveston. The grain men also decided to request the road to make an export rate to New Orleans. Pres. R. H. Drennan, Sec'y C. S. Prouty and Chief Inspector H. Stauffacher were present.

OREGON

Portland, Ore.—The Crown Mills, of which Balfour, Guthrie & Co. are props. has increased its capital stock from \$50,000 to \$500,000.

PENNSYLVANIA

Muncy, Pa.—I have sold my milling plant here to the City Flouring Mills Co.—H. B. M. Ring.

New Hope, Pa.—Caught in a revolving shaft in the plant of the Holcomb Mill Co., W. Scott Orum was seriously injured Nov. 11 and is now in the local hospital.

Pittsburgh, Pa.—J. A. A. Geidel, of D. G. Stewart & Geidel, and Wm. Leubin of the same company, have organized a new firm and will operate as Geidel & Leubin. Both members of the firm are well known to the grain trade, Mr. Geidel having been connected with the grain interests here for 22 years and Mr. Leubin for 19.

Pittsburgh, Pa.—D. G. Stewart has bot the interest of J. A. A. Geidel in the old firm of D. G. Stewart & Geidel and Mr. Stewart will operate the firm's Iron City Grain Elvtr. The elvtr. built to replace the old wooden house destroyed by fire in 1912, is absolutely fireproof, being of reinforced concrete construction thruout. It is equipped with twin hopper scales of 90,000 lbs. capacity each. The elvtr. is operated by electricity and is up-to-date in every respect. Mr. Stewart has been engaged in the grain business at this market since 1872.

PHILADELPHIA LETTER.

Jesse Morris, formerly with Brooke & Pencock, is now with S. H. Young & Co. He was with the former firm for 12 years.

Marshall Ford has left the employ of L. F. Miller & Co., and will in future represent an alfalfa and mixed feed milling company here. He will be associated with W. H. Fraser.

Wm. J. Rardon is chairman of the Commercial Exchange's com'ite appointed to receive subscriptions and donations for the relief of the Belgium sufferers. Other members are C. W. Wagar, Watson W. Walton, Geo. Wentz, A. C. King, Wm. A. Huey and Wm. K. Kobl.

The GRAIN DEALERS JOURNAL.

SOUTH DAKOTA

Watertown, S. D.—We are going out of the grain business.—Ostroot Elvtr. Co.

Aberdeen, S. D.—The Farmers Grain Dealers Ass'n will hold its annual meeting in this city, Dec. 15 to 17.

Roslyn, S. D.—The Atlantic Elvtr. Co. has torn down its elvtr. at Lidgewood and will rebuild it at this station.

Renner, S. D.—We have sold our elvtr. at this point to the German Grain Co.—W. A. Mills Grain Co., Sioux Falls.

Ethan, S. D.—O. P. Shaw, prop. of the Shaw Grain Co., has traded his elvtr. for an 80 acre farm near Sioux City, Iowa.

Emery, S. D.—I have leased my elvtr. at Tripp and am engaged in another line of business at this point.—J. C. Raugust.

Sioux Falls, S. D.—The P. B. Mann-Anchor Co. has opened an office in the Boyce-Greeley Bldg. H. C. Campbell is in charge.

Hanton (Watertown p. o.), S. D.—Our elvtr. is closed and I am out of the grain business for the present.—J. W. Ryan, formerly agt. Davenport Elvtr. Co.

Oldham, S. D.—The fire here Nov. 9 was confined to the business block and did not reach the elvtrs. The report that 4 elvtrs. were burned is all wrong.—Bennett Grain Co., Flandreau.

Rauville (Watertown p. o.), S. D.—We have not decided as to rebuilding our elvtr. which burned Oct. 14, at this station, and may not build here again at all.—Cargill Elvtr. Co., Minneapolis, Minn.

Sioux Falls, S. D.—We recently bot the elvtr. of the W. A. Mills Grain Co. at Renner, and also the house of the Morefield Grain Co., Morefield (Renner p. o.). Our officers are W. J. Buttschau, pres. and J. A. Grisdale, sec'y-treas.—German Grain Co.

Brookings, S. D.—Farmers Co-operative Elvtr. Co. has just completed a 20,000-bu. annex to its elvtr. to be used for grain and seed. The equipment includes a No. 2 Barnard & Leas Feed Screen and a No. 5 Western Sheller. The Younglove Const. Co. did the work.

SOUTHEAST

Anderson, S. C.—A grain elvtr. company will be organized here, according to report.

Vicksburg, Miss.—W. C. Clark is said to be interested in the organization of a company to build an elvtr. here.

Winston-Salem, N. C.—W. R. Kinsey, formerly with the Sykesville (Md.) Lbr., Coal & Grain Co., is now with the South Side Roller Mills at this point.

Bennettsville, S. C.—The Marlboro Grain & Elvtr. Co., incorporated; capital stock, \$8,000; incorporators, D. D. McCall, T. C. Hamer, J. L. Breed, C. P. Hodges and C. S. McCall.

Birmingham, Ala.—R. S. Allen, of Allen & Co., died Nov. 8. Mr. Allen had been in the grain and flour brokerage business at this market for 25 years, and was well known to the trade.

Montgomery, Ala.—A traveling representative of a large flour and grain firm of Birmingham, with headquarters in this city, is reported to be missing and to have left a number of worthless checks behind him.

Macon, Ga.—We have been trying to secure a small grain elvtr. and warehouse for some time. The site on R. R.'s is free. Alfalfa and all grains are now being planted.—Chamber of Commerce, E. H. Hyman, sec'y.

TENNESSEE

Memphis, Tenn.—J. O. Dwyer, of Pease & Dwyer, is recovering from the effects of an operation for appendicitis.

Normandy, Tenn.—James Leming will install 2 stands of elvtrs. and corn cleaners in his corn plant at this point.

TEXAS

Rosenberg, Tex.—We are out of business and our elvtr. is closed.—Rosenberg Mill & Elvtr. Co.

Glazier, Tex.—O. W. Hutchinson completed his 4,000-bu. elvtr. some time ago. J. E. Anderson is mgr.

Decatur, Tex.—Farmers Union Warehouse Co. incorporated; capital stock \$3,000; incorporators A. B. Fullingim, J. W. Young, Glen Russell.

Yoakum, Tex.—A. J. Matthews has sold a half interest in the Yoakum Grain Co. of which he was prop., to J. M. Bare and they will operate as Matthews & Bare.

Hale Center, Tex.—Quisinberry & Sanders took over a part of the business of the Hale Center Grain & Coal Co. and J. H. Hale has taken over the balance.—Claxton & Gentry.

Nacogdoches, Tex.—One of our warehouses of 50 cars capacity, burned Nov. 9; loss \$8,000; insurance \$5,500. We will rebuild but do not know just when.—W. T. Wilson Grain Co.

Temple, Tex.—J. S. Dunn, A. T. Van Ness and J. W. McCory have organized the Dunn Van Ness Co. and have opened for business in the building formerly occupied by the Everett Grain Co.

Wichita Falls, Tex.—G. H. Hodgins, formerly connected with the grain inspection of the Board of Trade at Galveston, is now supt. of the new 500,000-bu. concrete elvtr. of the Wichita Mill & Elvtr. Co. Mr. Hodgins has been in the grain inspection work for 30 years, starting with the New York dept. in 1885.

The Texas Grain Dealers Ass'n is considering the establishment of a Claim Dept. for collecting the claims of members against the railroads. Other shippers ass'n's have achieved remarkable success in this line of work and the Texas Ass'n with its large opportunity could easily make this service very valuable to members.

Fort Worth, Tex.—The Terrill Mig. Co., Terrill, Josey-Miller Grain Co., Beaumont, and the Panther City Grain Co. of Fort Worth, have been admitted to membership in the Texas Grain Dealers Ass'n. G. A. Jackson, Henrietta and the G. B. R. Smith Mig. Co., Sherman have resigned from membership.—H. B. Dorsey, sec'y.

Gainesville, Tex.—A bill will be introduced in the next state legislature, by Representative Geo. W. Dayton, to compel buyers of wheat to use $\frac{1}{2}$ bu. of grain for a testing sample. He alleges that the farmer does not get a fair deal with a smaller sample which is usually taken from the top of the wagon and which, contains as a rule, a good deal of chaff.

UTAH

Tremonton, Utah.—We have built an 85x150 ft. warehouse with a 32x150 ft. basement and will use it for storage purposes, and as a lumber shed.—Farmers Cash Union.

VIRGINIA.

Gaylord, Va.—I will overhaul and improve my elvtr. here next spring, probably making some alterations.—W. E. Reed, Charlestown, W. Va.

WEST VIRGINIA.

Clarksburg, W. Va.—The Standard Mig. Co. has installed a 100-h.p. gas engine and a 60-h.p. electric motor.

Clarksburg, W. Va.—We are just completing a \$75,000 wholesale feed and produce warehouse with grain elvtr. attached.—S. C. Watkins & Co.

WISCONSIN

Platteville, Wis.—The Taylor Feed Co. is out of business.

Jefferson, Wis.—The Ladish Stoppenbach Co. is building an addition to its plant at this point.

Manitowoc, Wis.—The elvtr. of the Western Elvtr. Co. at this station, burned Nov. 17; loss \$2,000.

New Richmond, Wis.—W. H. O'Brien has succeeded E. M. Tousley as mgr. for the New Richmond Roller Mills Co. Mr. Tousley died recently.

Wausau, Wis.—The Cereal Mills Co., formerly the H. E. McEachron Co., has increased its capital stock to \$250,000. The company operates warehouses and elvtrs. at Sparta, Cashton, Westby, Oconto, Oconto Falls, Shawano, Thornton (Shawano p. o.), Clintonville, Marion, Fenwood, Birnamwood, Big Falls, Marathon City and Marshfield.

MILWAUKEE LETTER.

Hottelet Co. incorporated to deal in grain; capital stock \$50,000; incorporators Max, E. E. and Anna Hottelet.

J. H. Puelicher has succeeded Jas. K. Ilsley as treas. of the trustees of the Chamber of Commerce Gratuity Fund.

The total number of memberships now held in the Chamber of Commerce is given as 598, seven memberships having been sold by the directors, that were forfeited for non payment of dues.

Albert Kanitz has brot suit against John B. Kern & Sons, for personal damages amounting to \$10,000. On Feb. 6, 1913, Kanitz was caught in a revolving shaft in the defendants' elvtr. and his right arm crushed.

The "Edwin N. Ohl" cleared from this port Oct. 25, with the largest cargo of grain that ever went out of this port. The boat carried 264,402 bus. of wheat and loaded at Elvtr. "A." She was bound for Buffalo.

Henry Balzer, E. M. Larson, Conrad C. Kamm and Philip Orth have been admitted to membership in the Chamber of Commerce and the memberships of the estates of Herman Fuldner and Chas. Lieberman have been posted for transfer.

The com'ite on rules of the Chamber of Commerce is considering a suggestion recently made by a member of the exchange which provides for the organization of a com'ite or board whose duty shall be to determine discounts to be allowed on shipments of grain which do not meet contract requirements. It is held that an official body should pass upon and fix values for off-grade tenders.

THE CORN PRODUCTS REFINING Co. was given a hearing in Chicago Nov. 18 in the suit of the government which claims the corporation is a monopoly.

INDIA'S WHEAT crop, according to last reports, will not only take care of the domestic demand but will provide for a large export trade. All of the native food grains are reported to be in large supply.

THE MANCHURIAN BEAN crop this year is the largest the country has grown for years, according to individual reports. The average crop of beans has always been about 30% of the total cereals, but for 1914, owing to favorable weather conditions, it will amount to 40%. These favorable weather conditions have been unfavorable to the kaoliang crop, which has heretofore been the country's largest cereal.

DAMAGE TO ARGENTINE corn from storage by the railroads in improper buildings has become so great that the minister of agriculture has had a conference with the different railroads regarding the matter. In case of an ordinary dry winter the protection afforded is sufficient but last winter great losses were reported, and it is to guard against a repetition of this that the minister has taken a hand in the affair. It is not known yet whether the initiative will be taken by the government, railroads or large land owners.

Northwestern Ohio Dealers Hear Dr. Duvell.

The meeting of the Northwestern Ohio Grain and Hay Dealers, Producers and Shippers Ass'n held at Toledo, O., Nov. 24, was the most valuable, from the point of information obtained, which that organization has ever held. It is unfortunate that it was not better attended—only 30 being in the Boody House convention hall to profit by the advice of Dr. Duvell, of the Dept. of Agriculture.

The Northwestern section of the state is active with new corn and even the few who attended the meeting found it difficult to get away from business.

The only speaker was the guest of honor, Dr. J. W. T. Duvell, but he made up for any deficiency. In the absence of the president he was introduced by S. R. Rice of Metamora, after Sec'y McCord of the State Ass'n had given a brief outline of Mr. Duvell's late activities. Dr. Duvell said:

As this is more of a family chat proposition do not hesitate to interrupt and ask questions as often as you choose. I wish first to emphasize a few important things in the new corn grades. To make matters as simple as possible I will illustrate by chart.

The grain dealer should get in closer touch with the farmer so as to explain the working of the new grades to him without causing the farmer to think he is being robbed.

We have 6 new grades instead of 4 as heretofore and these are causing much confusion. The most important factor is moisture, but in Ohio we have less of that this year than in years gone by.

We find that each year the new corn will run about the same in moisture content. At this time in 1910 it averaged 19½%; in 1911, 20%; and in 1912, 19%. In the new grades 14% is allowed in No. 1; 15½% in No. 2; 17.5% in No. 3; 19.5% in No. 4; 21.5% in No. 5, and 23% in No. 6.

The grain dealers of the country have been worried a great deal about the attitude of the farmer when he was to be told his corn must in future be graded. You will find that the farmer is just as anxious to get more money for his good corn as you are to get more money for that corn from the terminal market. To improve the quality of our corn which is sent to market we must first of all refuse to send corn which is high in moisture and therefore likely to heat or rot. The farmer should not deliver corn of that kind, the grain elevator man should not ship it, and the terminal market man can not accept it, because he has no market for it.

Our charts show that the new corn dries very slowly in November, December, January and February. In March it loses as much as 2% and in April and May its total content is as low as 14%. This is the average, and is dry enough for No. 1 corn. While it is sufficiently dry for that grade there are many other factors which might prevent it from grading that high. It may have a lot of damaged ears or may be very dirty. If the lot has some bad ears the farmer should throw these out, keeping them on the farm for feed. Of course I do not recommend feeding damaged corn anywhere, but if it is to be used as feed it might be used to better advantage right on the farm where it originates. In case of dirt it ought to be cleaned carefully when shelled.

In the new grades we permit 2% of bad ears in No. 1; 4% in No. 2; 6% in No. 3; 8% in No. 4; 10% in No. 5; 15% in No. 6. If corn contains damaged ears these must be removed before the grain is shelled, as it cannot be done later. The time to pick out these damaged ears is when the farmer delivers them. Look over his load carefully and toss back into his wagon all bad ears. If he objects explain that the ears you do keep will net him a better figure than if they had the mixture of bad ears to bring down the grade.

It is a peculiar fact that from Nov. 1 to April 1 this state handles 60% of its corn, or in those months when the corn contains the greatest moisture this state ships over half of its entire crop. We would all fare better if this big movement were held up until corn could be handled more safely. Don't try to handle new corn simply because Illinois dealers are doing so. Their corn is already fairly dry and most of it can be handled long before Ohio corn. I

know also that the farmers of Ohio are as anxious as farmers everywhere else to ship their corn, but compel them to keep it until you can ship a load of it without having the product heat in the car.

As it is now the man who markets poor corn gets more than it is worth and the man who markets good corn gets less than its value. It is the duty of the elevator man to make this plain to the growers, and when they understand the situation they will co-operate with him. Pay a premium to the man who delivers good corn and discount poor corn, and note the difference in the quality hauled to your elevator. If this premium or discount is only 2¢ per bu. it will help to make your point clear to the farmer.

Our department has found that in actual feed value there is a difference of 10½¢ in grades No. 1 and No. 6. This does not mean that the difference in price of those two grades at your elevator should be 10½¢, as it may be more, or perhaps less, according to the tests, but that is the average difference when it comes to actual feed value.

Too Much Bitterness: I have noticed there is too much bitter feeling among the grain dealers in general. Many of you trust neither the farmer or your competitors. You are afraid the other man will get the business if you refuse a poor load of grain. I would advise that when you return you hunt up your neighbors and show them one of our department circulars, explaining the advantages of sticking to grades. It is not necessary to mention prices and there need be nothing about the meeting to make it savor of a combination. In the matter of colors we specify that white corn should be 98% pure, allowing 2% for off color; and yellow corn should be 95% pure, permitting 5% for straw or "bloody butcher." Straw colored corn, I wish to emphasize, is not white corn, altho so considered when it is mixed with white. It should be treated the same as yellow when it appears with white—throw out all over 2%—or if more than 2% appears refuse to accept as white corn.

Dealers should all try to get 25 or 30 farmers in some one community to work along these progressive lines. When the farmers in other sections hear of the success of these they would all adopt the same system. We must also eliminate so far as possible the late maturing corn. It is a big yielder, but is nearly all water. It is often sent to market in a frozen condition, and being frozen will give the elevator man the impression of dry corn, but when shipped it may thaw out in the car with the result that it softens sometimes before reaching destination. We must also try to raise a correspondingly greater amount of early maturing corn. In this state, where corn is planted in hills 3½ feet apart, the yield is only 1 ½-lb. ear to the hill (25 bu. per acre). This could be greatly increased, if not doubled, not by growing larger ears, but by cultivating more medium sized and early maturing ears.

Bear in mind that we can do very little of ourselves—we must explain these things to the growers, and after explaining the situation we should follow it up with a practical educational campaign, showing them that the proposition is practical as well as sounding good in theory.

NO GOVERNMENT PENALTY.
The penalty for not complying with a specified grade was the first and really the only question asked.

"I understand," said Mr. Duvell, "that many grain elevator men are under the impression the government will send them to jail if their grain arrives at terminal points off grade. This is not so. You should remember that the government is adopting or recommending these grades to help you and not to cause you trouble. For instance, if a man at a small Ohio station ships a car of corn to a terminal market in this or another state, which is supposed to be No. 3 corn but is found to be only No. 4 or 5, the government will not inflict any penalty. Even should the Moss bill become a law no penalty would be imposed unless it could be proved there was intent to deceive. But the law is not in effect, and the food and drugs act really does not apply. Therefore it is a question purely confined to the receiver and the shipper, and the only way the government could have anything to do with the matter would be in case it was

asked to determine the grade of the grain. But it would absolutely not specify that either a fine or a term in jail be levied on the shipper."

Following these remarks the meeting adjourned to meet at Lima at the call of the secretary.

Screw Conveyors Need Guards.

A negro boy of 17 had a leg ground off in a screw conveyor and was given judgment for \$2,500 damages, later increased to \$6,000 when the Nutriline Milling Co., of New Orleans, unwisely took an appeal to the Supreme Court of Louisiana.

Shelled corn was unloaded from box cars on a side track into a conveyor trough 16x16 ins. extending the entire length of the mill 2 ft. above the ground. The planks with which the trough was covered were left loose so that a chute could be extended to it from any point where a car happened to be set in. The business of the boy and of the man who was employed on the same job was to shovel the corn from the car into the chute. To get into the car it was most convenient and usual for the boy to walk from one of the mill doors on top of the conveyor trough to a point opposite the car door.

After working in the car several hours he needed a drink of water and undertook to get out the way he got in, but while he was at work the plank had been removed from over the revolving screw, 12 ins. in diameter, and as he let go with his hands his feet went into the trough. The foot and all the muscles from the knee down on his right leg were churned off, leaving him a cripple for life.

The court found that as the plank was 6 ft. long, when the chute reached a point midway between the ends of the plank the same plank could not be used to cover the trough left open on both sides of the chute. The court held that the boy was not told that he might get out on the other side of the car, or might use a ladder, or that he should be careful in putting his foot on the conveyor to see that the top was in its place; and he got in and out of the car as he saw others doing, and as the defendant knew that he and others were doing, and as he had the right to assume was the way provided, or contemplated, by defendant; but which was a bad and a dangerous way.

The case, we think, falls within the well-settled principles that the burden rests upon the master to see that the place where the servant is required to do his work, and the ingress and egress thereto and therefrom, are reasonably safe, and are kept so; that it is the duty of the master to instruct and warn the servant, and particularly a minor or other person who may lack experience or intelligence, of the dangers incidental to, or connected with, the service that he is to render; that an ignorant negro boy will not be denied damages for personal injuries sustained in the course of his employment, where it appears that he was acting, when injured, as other employees were accustomed to act, to the knowledge and with the apparent approval of the master, and that no other course, or mode of action, was suggested to him.—63 Southern Rep. 385.

ERGOT IN RYE will probably command quite a high price before the war is over. This peculiar fact will probably surprise many grain dealers who have thought the growth was simply a sign of diseased rye, but ergot is valuable from a chemical standpoint and many druggists are willing to pay as much as \$1.50 per lb. for the pure weed. It is not beyond the capabilities of the grain trade to solve the question of separating ergot from rye and other fibrous growths and marketing it where it is appreciated.

Grain Carriers

THE PROPOSED INCREASE in Michigan railroad rates of $\frac{1}{2}c$ per 100 lbs. has been approved by the Interstate Commerce Com's'n.

NINETY ocean vessels are chartered for Baltimore during November and December, nearly all of which will carry grain for export.

PROPOSED INCREASED rates of the C. R. I. & P. Ry. on grain and grain products from Oklahoma points to Galveston, Tex., have been suspended until May 21, 1915.

THE STEAMER Spokane has been placed in service at Lewiston, Ida., and is now engaged in moving 1,000,000 bus. of grain from river points to that city. The vessel was placed in service Oct. 29.

GRAIN from Buffalo is being rushed to tidewater at New York by 30 canal boats in an effort to move a tremendous tonnage before the closing of the Erie and Champlain canals on Nov. 30.

THE INTERSTATE Commerce Com's'n in docket 373 proposes the cancellation of joint rates on grain from stations on the G. N. Ry. in Minn. and Ia. to Kansas City, Mo.

Two CHICAGO companies have been indicted by the federal grand jury on charges of violating the Interstate Commerce regulations as regards tariffs, fraudulent billing being the charge.

THE KAN. FARMERS Co-Op. Grain Dealers Ass'n, which met at Hutchinson Nov. 15, is preparing to ask the Interstate Commerce Com's'n for a suspension of the tariff increasing the rate on grain to gulf ports.

TRACKAGE FACILITIES at Council Bluffs, Ia., will be increased in the near future to provide better service for the local grain elevators. This improvement is being planned jointly by the C. & N. W. and C. B. & Q. Rys.

THE ATLANTIC SOUTHERN Ry. will discontinue operation on Dec. 31, the owners claiming they have recently been doing business at a loss. The road is 35 miles in length, extending from Atlantic to Vilisca, Ia., touching five small towns.

THE CHARLESTON Chamber of Commerce, Charleston, S. C., has asked the Interstate Commerce Com's'n for a reduction of the grain rates applying on shipments from points in that state to Charleston.

THE INTERSTATE Commerce Com's'n has heard the shippers' side of the elimination at Kansas City, Mo., of milling in transit privileges. Examiner L. J. Flynn heard testimony recently of the Moore-Seaver Grain Co., and the Lonsdale Grain Co.

WINTER STORAGE of grain in vessels will be on a smaller scale this year than usual unless the charters are made very soon. Reports from the Great Lakes ports indicate very little preparation has been made for this class of storage.

THE DESTRUCTION of one of the four Galveston, Tex., elevators by fire has placed an additional burden on the Santa Fe Ry., making it more difficult for that road to make any headway with its congestion of grain cars. The number of cars in the blockade, however, has been reduced within the last two weeks from over 3,000 to 1,800 and the traffic dep't of the road expects to lift its embargo completely within a few days.

THE MO. PUBLIC SERVICE Com's'n has set Dec. 9 as the date for hearing the complaint of the Merchants' Exchange of St. Louis alleging that C. M. & St. P. and C. B. & Q. rates to Chicago and Kansas City are discriminatory against St. Louis.

THE NEB. STATE Ry. Com's'n has filed a protest with the Interstate Commerce Com's'n against the contemplated advance in rates of railroads doing business in Nebraska. The roads propose to increase the rate on grain to states east of Nebraska 1c per 100 lbs.

THE STEAMER Prince McKinney, loaded at Chicago with a cargo of grain for export, dug her keel into the bottom of the Chicago river Nov. 11 and was held fast for 24 hours. The vessel was finally released by closing the dams at Lockport thereby raising the water level 18 inches.

THE ST. LOUIS grain dealers who state the present rates from Missouri river points to St. Louis, Kansas City and Chicago discriminate against their city had a hearing before the Interstate Commerce Com's'n at St. Louis recently. Leo. J. Flynn, special examiner, heard the complaint.

BOSTON reports indicate that sharp advances are about to take place in ocean rates for grain. Already an advance of 14c is noted and by Jan. 1 this is expected to have gone even higher. Altho the rates are the highest ever known exporters state they are not exorbitant considering general conditions.

COMPLAINT against the L. & N. Ry. has been filed by the Cincinnati Grain Co., Cincinnati, O., with the Interstate Commerce Com's'n. Reparation is asked for an overcharge of 3c per 100 lbs. on feed shipped from Cincinnati to Cynthiana, Ky., 11c being paid when the published rate is only 8c.

SUSPENSION of proposed increased freight rates by railroads west of the Mississippi is asked of the Interstate Commerce Com's'n by the Railway Com'sns of Minnesota and 14 other states. The advance would amount to 1c on each 100 lbs. of grain from points in the various states to the large western markets.

THE EMBARGO on grain shipped by way of Galveston has brot out a protest from the grain trade of the central west, and a hearing will be held in Chicago by the Interstate Commerce Com's'n to determine whether or not the railroads had authority to establish such embargo. The hearing is set for the third week of January.

THE STEAMER Penrith Castle, loaded with cotton from Galveston to Yokohama, recently reduced the length of its trip by 5,280 nautical miles thru the use of the Panama canal. Canal officials are of the opinion that the entire cotton exports for Japan will be consigned via the same route. The Penrith Castle carried 3,270 bales.

THE PUBLIC Utilities Com's'n of Ohio, at its last session held Nov. 11 at Columbus, recommended that the railroads of the state waive all demurrage on commodities subject to quarantine and embargo. This recommendation was made to prevent loss to shippers, receivers and carriers from causes which were beyond their control.

THE TARIFF of the Great Southern Ry. advancing the freight rates on various commodities has been approved by the Oregon State Railway Com's'n which met recently at Salem. That part of the new tariff which contemplated advancing the grain freight rates, however, was found unreasonable and ordered canceled.

INCREASED RATES from Minneapolis and St. Paul to Winona, Minn., on carloads of grain and grain products have been suspended until Mar. 1, 1915, and in the meantime the Interstate Commerce Com's'n will make investigation as to the reasonableness of the advances. The increased rates were proposed by the C. B. & Q. and other railroads.

IN TWO DAYS early this month 2,500,000 bus. of grain and flaxseed were reported by lake carriers at Buffalo. The waiting grain on one day amounted to 3,908,000 bus. despite the efforts to cut it down. The export demand is expected to take a lot of this grain, while an abundance of cars is reported to care for domestic needs.

NEW ORLEANS REPORTS indicate that the port is in excellent condition to handle export shipments despite the fact that rumors have been circulated stating an embargo was about to be placed by the railroads entering that city. Large train loads of grain are put thru the elevators into vessels and as soon as a ship has cleared, others are said to be on the waiting list.

THE AMERICAN merchant marine is 131 ships larger than it was Sept. 30 by the transferring of foreign vessels during October. Of the new ships 100 were originally built in American yards, 68 are steamers, 5 sailing craft and 27 are unrigged. The 31 vessels which were not of American build were constructed in the British Isles and have an aggregate tonnage of 98,608.

G. E. LONG, employed as claim adjuster for the B. & O. Ry., has been convicted of defrauding that road thru fraudulent claims of \$200 to \$500 each. Mr. Long paid claims on shipments which were supposed to have been damaged, and in some instances on shipments that were never made, except in the imagination of Long and his confederates. He was sentenced to 3 years' imprisonment.

A LOWER RATE on grain to Chicago from Missouri points than from the same points to St. Louis was the complaint of the Merchants' Exchange of St. Louis in its plea before the Interstate Commerce Com's'n Nov. 11. The lower rates to Chicago, despite the big excess mileage, it is alleged is discriminatory in favor of Chicago and against the St. Louis dealers. An early decision is expected.

THE DEMURRER filed by the C. & A. Ry. against a suit to recover \$2,000,000 in overcharge claims, has been sustained by a decision of Judge Davis of the Circuit Court at Marshall, Mo. The railroad contends that the suit should have been brot in federal instead of state courts. These overcharge claims cover the time when the state freight and passenger rates were in litigation and this is the only demurrer which has been sustained of the 9 filed by different railroads.

THE GREAT LAKES Waterways Conference in Chicago Nov. 18 charged the Interstate Commerce Com's'n with being in league with the railroads in discriminating against the water routes. The railroads were allowed to slash their rates as they pleased, it was stated, when it was a question of taking freight away from water carriers. It was even alleged that the present war tax is indirectly the result of this permission to the railroads to cut rates. This method of conducting the transportation business, it was brot out, has resulted in a big general economic loss.

CHICAGO and the Great Lakes will hold an important position among the ship terminals of the world in a very few years according to Lieut. Col. Wm. V. Judens, gov't harbor engineer, who addressed the Great Lakes and Waterways Congress at Chicago, Nov. 18. J. H. Barnes, wheat exporter of Duluth, also addressed the congress and credited the cheap rates on the Great Lakes for much of the improvement and generally good conditions prevailing in the northwest. A deep waterway from Duluth to the Atlantic coast within the next few years was one of the possibilities Mr. Barnes referred to.

Examiner Kelly of the Interstate Commerce Com's'n heard arguments in Chicago Nov. 11 showing why the rates on grain from Milwaukee, Wis., east bound via Chicago, should not be advanced as proposed. Geo. A. Schroeder, mgr. of the Milwaukee Chamber of Commerce Freight Buro and several other Milwaukee grain men testified in behalf of their city. In a further effort to prevent the proposed advance Mr. Schroeder will appear before the suspension board at Washington. The Milwaukee shippers are making the protest on the basis that unless a similar advance is made on grain shipped from Chicago it will work a hardship on Milwaukee grain.

INABILITY to obtain vessel insurance after Nov. 29 will leave a big quantity of surplus grain in Montreal when the season of navigation closes. On Nov. 9, 26 lake steamers and 3 barges were tied up at that city, but owing to inability to obtain ocean vessels they were not unloaded. Many boats have been chartered to carry grain abroad from Montreal, but it is doubtful if these can reach the city before the St. Lawrence freezes, which it is believed will be about Nov. 30. Should it be impossible to load ocean vessels at Montreal it will mean the expensive operation of shipping by rail to Halifax or St. John, or, if to an American port, New York, Boston or Portland, Me.

CARS TIED UP at Galveston, Tex., owing to the congestion, have drawn considerably over \$80,000 in demurrage and the railroads are endeavoring to collect this money from the various shippers. The shippers, however, have gone before the Interstate Commerce Com's'n with the plea that they had no knowledge of existing conditions at the port of Galveston at the time they consigned their grain for export via that city. It is known that at least one of the railroads which is as yet unable to lift its embargo, accepted shipments of grain for export via Galveston long after an embargo should have been placed. Had these shipments been refused, or consigned via one of the other southern ports, the present demurrage would not have accrued.

A COMPLAINT filed with the Interstate Commerce Com's'n by the Board of Trade of Tampa, Fla., asserts that 80% of the traffic moving thru that city consists of grain and grain products. In the complaint it is contended that the combination of rates by rail from points in Arkansas, Kansas, Kentucky, Missouri, Minnesota, Ohio, Oklahoma and Tennessee to New Orleans, together with the proportional rates of the Gulf & Southern Steamship Co. from New Orleans to Tampa, are from 3 to 5c lower per 100 lbs. than the joint thru rates via New Orleans to Tampa. It is also charged that these rates include dock delivery. The Com's'n is asked to establish thru rail and water rates, from those states, which will be on a par with the combination of rail rates.

THE C. B. & Q. Ry. has filed suit at Topeka, Kan., for recovery of money paid out for the repair of its rolling stock by a number of Kansas mills. The railroad holds that if this money is not recovered the road will be violating the ruling of the Interstate Commerce Com's'n to the effect that the railroad had no authority to make the allowances for repairs. Also if the sums are not collected the road will be placed in the position of discriminating against other companies who might wish to file similar claims for allowance.

A MAMMOTH BOX CAR to run on a six-foot track was recommended at the final session of the Railway Development Ass'n at Chicago on Nov. 12. The proposed car would have a capacity twice as great as the present car and its use would require the laying of a third rail 16 inches outside of one of the present rails, which are 4 feet 8 inches apart. Even tho the car would require 6 foot tracks it could be coupled in trains made up of standard width cars. The use of the extra capacity car was given as the only solution of the increasing congestion on big trunk lines.

NAVIGATION on the Great Lakes usually closes Dec. 5. Some shipping may be done later but insurance rates advance. Chicago can now ship about as cheaply all rail to the seaboard. There is a delay in unloading at Buffalo. Deliveries on December contracts in Chicago are sometimes not made till after navigation closes. Navigation usually opens about April 10, but Toledo opens earlier than Duluth. Sea of Azoff on the Black Sea closes Nov. 25, Baltic ports about Christmas. Russia is bottled up at present by Germany and Turkey. Sea of Azoff opens March 30.—C. A. King & Co.

Books Received

BULLETIN 266 of the Ohio Agricultural Experiment Station goes extensively into the matter of labor cost for the production of corn in Ohio presenting the data in the form of tables and explanatory notes with illustrations. To each acre 48.18 hours of man labor is expended and 55.44 hours of horse labor, or in dollars and cents it costs \$12.14 to grow each acre of corn in the state. This is the average cost however, the southwest section being as low as \$9.62 and the southeastern part of the state bringing up the average with the high cost of \$16.76. The booklet is issued with the co-operation of the office of Farm Management, U. S. Dep't of Agriculture. Copies may be obtained from the Experiment Station, Wooster, O.

WAR REVENUE AND INCOME TAX GUIDE is a thoro treatise on the new war revenue, income tax and other special taxes imposed by Congress Oct. 22, 1914, to take effect Dec. 1. A list of the articles and occupations which are subject to a special tax is given, together with the amount of such tax. Commission merchants are subject to a special tax under the war revenue law of \$20. Board of trade futures are taxed 1c for each \$100 in merchandise or products which is exchanged and the author has interpreted the law that a "call," being an agreement to sell, is taxable. "After an agreement to sell stock on future delivery, no delivery is made but a settlement is had, such settlement not involving a re-sale does not require new memorandum and stamps." Partners in any line of business are instructed how to go about filing their reports, and the penalty for failure to live up to the letter of the laws is also stated. The book may be obtained from the publisher, E. H. Henderson, First Nat'l Bank Bldg., Chicago; price, \$1.50.

Nebraska Honors Grain Man.

The voters of Nebraska at the last election showed their appreciation of a grain man whose hobby in life has been the promotion of grain interests in that state, when they elected James Pearson of Moorefield, grain buyer for the Shannon Grain Co., to the office of lieutenant-gov-



J. Pearson, Moorefield, Neb.

ernor. No elaborate and expensive campaign was carried on by Mr. Pearson; it was unnecessary. Everyone in the state knew of his good work as an agricultural booster thru the many booklets he has issued on various subjects or thru the articles from his pen which have appeared in the Grain Dealers Journal.

Born in Illinois in 1873 he moved to Nebraska in 1885 where he has since been active in farm and school work, besides conducting elevators at different times for six grain companies in the last ten years.

Mr. Pearson's slogan in obtaining support was "For more attention to the agricultural and educational conditions of Nebraska, and less legal red tape." Not having the means necessary for a big campaign with brass bands, campaign managers and other expenses, he had printed under the caption "Myself," a four page leaflet giving a brief sketch of his activities since the time when he was "back on the farm." These circulars were sent thru the mail to every voter in the state with successful results, while he attended to his duties in the grain office.

Political life will not be entirely new to Mr. Pearson as he served during the last session in the state legislature from his district. He has the best wishes of the grain trade, to which he is favorably known, for success in his new office. His portrait is reproduced herewith.

A HAY EMBARGO has been placed on shipments from Wisconsin, Illinois, Ohio, Pennsylvania, Michigan and Indiana, in assisting to stamp out the dreaded foot and mouth disease among cattle.

THE LARGEST individual purchase of wheat in the Pacific northwest was closed a few days ago when the Jones-Scott Co., Tacoma, purchased from Geo. Drumheller, Walla Walla, Wash., 225,000 bus., at \$1.01 1/2.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. R. I. & P. has suspended indefinitely its tariff carrying a 5% increase on all rates, effective Nov. 10.

C. & E. I. in 4,600-B names rates on beans and corn between Ill. and Ind. stations on the C. & E. I. Ry.

A. T. & S. F. in Sup. 3 to 2,047-J quotes transit privileges on grain, grain products, beans and seeds, effective Dec. 8.

C. & N. W. in Sup. 50 to I. C. C. 6,222 names rates on grain between stations in Ill. and stations in Wis., effective Dec. 1.

C. I. & L. in 5,559 quotes rates on grain and feed from stations on its road to Henderson and Owensboro, Ky., effective Oct. 26.

C. B. & Q. in Sup. 37 to 4,200-A quotes rates on wheat between stations on C. B. & Q. and stations on the Inter-Urban Ry., effective Dec. 1.

C. B. & Q., in 3418-E names rates on grain between Chicago, Ill., and stations on the Chicago, Aurora & De Kalb Ry., effective Nov. 16.

Western Trunk Lines, in Sup. 37 to 1-J quotes rules, regulations and exceptions to classifications of grain, grain products, meal and feeds.

C. B. & Q. in Sup. 12 to 10,649 quotes minimum weights and rates on grain and seeds when shipped in connection with participating railroads.

C. & A. in Sup. 8 to 1570-D quotes milling, malting and transit privileges on grain, grain products and seeds at stations on the C. & A. Ry., effective Nov. 16.

C. I. & L. in 5,580 quotes rates on grain and grain products from stations on its line to points in Ill., Ind., Ky., Mich., Ohio and Wis.; effective Nov. 16.

C. & N. W. in Sup. 22 to C. R. C. 109 names rates on grain, grain products and beans from stations on its line to eastern and seaboard markets, effective Dec. 2.

C. I. & L. in 5,590 names rates on grain, grain products and flaxseed from stations on its road to points in Ill., Ind., Ia., Mich., N. Y., Ohio, and Pa., effective Nov. 16.

C. & E. I., in Sup. 15 to 622-B names rates on grain, grain products, broomcorn and seeds from stations on C. & E. I. Ry., to central, eastern and southern states.

C. & A. in Sup. 15 to 28-B quotes elevation and transfer charges on grain, also miscellaneous local rules and exceptions to grain classifications, effective Oct. 29.

C. & A. quotes a proportional rate of 15c on flaxseed from Kansas City, Mo.; to Chicago, Ill., and 12c on bran from Glasgow, Mo.; to Des Moines, Ia., effective Dec. 1.

M. C. in I. C. C. 4687 quotes rates on grain from stations on the M. C. Ry. west of the Detroit and St. Clair Rivers to eastern and Canadian basing points, effective Dec. 1.

C. & A. in Sup. 14 to 1614-A shows joint rates on grain in carloads from stations in Ill., on C. & A. and Chgo. & Ill. Mid. Rys. to points in Ill. on M. & O. Ry., effective Nov. 16.

C. & N. W., in I. C. C. 7611 quotes local, joint and proportional rates and rules governing the privilege of shipping grain when originating on that, and other western railroads.

C. & A. in Sup. 10 to 1604-B quotes local, joint and proportional rates on grain and grain products in carloads between Chicago, Joliet, Peoria, Pekin and E. St. Louis, Ill., and St. Louis, Mo. and other stations on the C. & A. Ry., effective Nov. 16.

C. & N. W. in Sup. 4 to I. C. C. 7548 suspends revised rates on grain and flaxseed between stations in Ill., Wis., Ia., and stations in Minn., N. D., and S. D., until Mar. 1, 1915.

C. & A. in Sup. 11 to 1,602-B names rates on grain and grain products from Kansas City and St. Joe, Mo., and Elwood, Kas., to stations on the C. & A. and its connections.

C. & N. W. in I. C. C. 7,614 names rates on grain products from Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Newport News and Norfolk, Va. for export, effective Dec. 1.

C. I. & L. in 5,577 names rates on grain and grain products from stations on that road to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other eastern points.

Ill. Cent. quotes an export rate of 12½c on wheat and 11½c on corn, oats, rye and barley from East St. Louis, Ill., and St. Louis, Mo.; to shipside New Orleans, La., effective Dec. 1.

C. G. W. in 84-D quotes rates on grain and flaxseed from Minneapolis, St. Paul and Winona, Minn. transfer to points in Ill., Ind., Ky., Mich., N. Y., Ohio and Pa., effective Nov. 16.

A. T. & S. F. in Sup. 1 to 5,655-U quotes rates on grain, hay and broomcorn from points in Kas., Colo., Okla., and Neb., to Galveston, Port Bolivar and Texas City, Tex., effective Dec. 1.

C. R. I. & P., in Sup. 18 to I. C. C. C-9455 names joint and proportional rates on grain, grain products, flaxseed and hay from points on that line in Illinois and Iowa to eastern cities.

C. & A. in Sup. 37 to 1604-A quotes rates from Chicago, St. Louis, Peoria, Ill., and Pekin, Ill., to various points in Ill. on the C. & A. Ry., applying on grain in carloads, effective Nov. 16.

C. B. & Q. in Sup. 43 to I. C. C. 9,320 names rates on grain, grain products, seeds and broomcorn from stations on its line west of Mo. River to stations east of Mo. River, effective Dec. 1.

C. & N. W. in Sup. 16 to I. C. C. 7,402 quotes rates on grain, flaxseed and broomcorn between stations in Ill., Wis., Ia., Minn., etc., and stations in Neb., Wyo., and S. D., effective Dec. 1.

C. & A. in 1614-B quotes joint and proportional rates on grain in carloads from stations in Ill. on C. & A., and Chgo. & Ill. Mid. Rys., to points in Ill., Ind., Ohio, and Ky., effective Nov. 16.

C. & N. W. in I. C. C. 8,399-B quotes joint and proportional rates on grain products from stations in Ia., Minn., N. D., and S. D. to stations in Ill., Ind., Ia., Ky., Mo., and Wis., effective Dec. 1.

C. & N. W. in 15,133-A names rates on corn and oats from stations in Ia., Minn., N. D., and S. D., to Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind., and Louisville, Ky., effective Dec. 1.

C. & N. W. in Sup. 3 to I. C. 2,605-D names rates on grain from stations on C. & N. W. in Ia., N. D., and S. D., to Cairo, Ill., Memphis, Tenn., New Orleans, La., and Key West, Fla., effective Dec. 1.

C. R. I. & P. quotes an export rate of 25½c on wheat and 23½c on corn from Oxford, Kan., Panama, Williams, Maney Jctn. and Bokoshe, Okla.; to New Orleans, La., and Mobile, Ala., effective Dec. 1.

C. R. I. & P. in 19,690-G names rates on grain, seeds, broomcorn and hay in carloads from stations in Colo., Ia., Kas., Mo., Neb., N. M. and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo.

C. B. & Q., in 1362-J names local, joint, proportional and re-shipping rates on grain, grain products and seeds in carloads between St. Paul, Minneapolis, Duluth, Stillwater, Winona, La Crosse and stations in Ill., Ind., Ky. and points east of the Ill.-Ind. state line or south of the Ohio River, effective Dec. 1.

C. & N. W. in 15,200 names rates on grain products in minimum car lots of 40,000 lbs. from stations on the C. & N. W. in Minn., N. D., and S. D. to stations in Ia., Kan., Minn., Mo., and Neb., effective Dec. 1.

C. I. & L. in 5,591 names rates on grain, grain products and the by-products of grain and malt from Chicago, Englewood, Hammond, Hegewisch, Pullman Jct., and So. Deering to stations on its line, effective Nov. 16.

C. & A. in Sup. 12 to 658-A quotes joint freight rates on grain and grain products between Chicago, Joliet, St. Louis, East St. Louis and stations on the Rock Island Southern system, and cancels 658-A., effective Nov. 16.

C. & N. W. in I. C. C. 7,615 names rates on wheat, barley, corn, oats and rye between stations in Ia., Neb., Minn., N. D., and S. D., and Cairo, Brookport, E. St. Louis, Metropolis, Ill., and St. Louis, Mo., effective Dec. 1.

C. R. I. & P., in Sup. 1 to 19,687-H quotes rates on grain, grain products, seeds, hay and broomcorn from stations in Illinois, Iowa, Minnesota and S. D. to Mississippi Valley points and other southern stations, effective Dec. 1.

A. T. & S. F. in Sup. 19 to 5,588-J quotes rates on grain and grain products between points in Kas., Colo., Mo., Neb., Okla., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kas., Chicago, and Peoria, Ill., effective Dec. 1.

C. & N. W. in I. C. C. 7,617 names rates on grain and flaxseed between stations in Ia., Minn., S. D., N. D., Omaha and So. Omaha, Neb., and stations in Ill., Wis., Mich., Minn., S. D., N. D., and East Clinton, Ill., effective Dec. 1.

A. T. & S. F. in Sup. 18 to 5588-J names local, joint and proportional rates between points in Kas., Colo., Mo., Okla., and Neb., and Mississippi River points, also Kansas City, St. Joseph, Atchison, Leavenworth, Chicago, Peoria, effective Dec. 1.

Wabash quotes a rate of 14c on wheat and 13c on corn, oats, rye and barley from Council Bluffs, Ia., Kansas City, Mo. and Omaha, Neb., to New Albany, Ind. (when destined to points in southeastern and Carolina territories), effective Dec. 1.

C. P. & St. L. quotes a proportional rate of 15½c on wheat and 15c on corn, oats, rye, barley and grain screenings from Peoria and Pekin, Ill.; to Mobile, Ala. and New Orleans, La. (when for export to Asia, Africa and Europe), effective Dec. 1.

C. G. W. in 36-B quotes rates on grain, grain products and seeds from Chicago, Peoria, E. Dubuque, St. Louis, Minneapolis, St. Paul, Kansas City, St. Joseph, Omaha and Council Bluffs to other stations on the C. G. W. Ry and connecting lines.

I. C. in 129 establishes the following rates on hay and grain to Ashland, Tenn.: from Cincinnati, 21c on grain and 22½c on hay; from Louisville, Ky., Evansville, Ind., Owensboro, Henderson, Ky., Cairo, Ill., and Paducah, Ky., 15c on hay and grain.

A. T. & S. F. in Sup. 11 to 5702-D names rates on seeds and broomcorn from points in Kas., Colo., Okla., Neb., and Mo., to the following cities: Kansas City, St. Joseph, Atchison, Leavenworth, Omaha, Lincoln, Sioux City, Chicago, Peoria, St. Louis and St. Paul.

C. B. & Q. in 3200-C and 1240-B quotes local, joint, proportional and reshipping rates on grain, grain products and seeds in carloads between stations in Ia., Mo., Kas., Neb., and S. D., and stations in Ia. and Mo., and Ohio River and Miss. Valley points, effective Dec. 1.

A. T. & S. F. in Sup. 12 to 5,702-D quotes rates on broom corn, beans, pop corn, seeds and hay from points in Kas., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Atchison, Leavenworth, Kas., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., and St. Paul, Minn., effective Dec. 1.

C. R. I. & P. in Sup. 4 to 28,675-B names rates on grain, broomcorn and seeds in carloads from Chicago, Ill., Council Bluffs and other western cities to stations in Colo., Kas., Mo., Neb., N. M., and Okla.

Mobile & Ohio quotes an export rate of 11½c on wheat, corn, oats and barley from East St. Louis, Ill. and St. Louis, Mo., and 10½c from Cairo, Ill.; to shipside New Orleans, La., and Mobile, Ala., effective Dec. 1.

C. & A. in Sup. 10 to 1,581-C quotes rates on grain and grain products from stations on the C. & A., Ill. Ter., and St. L. & Hannibal Rys., to Atlantic Seaboard, eastern and interior United States and Canadian points, effective Nov. 16.

C. & N. W. in 11,100-B names local, joint and proportional rates on grain, flaxseed, broom corn and other products from stations in Ill., Wis., Mich., Ia., Minn., N. D., S. D., and Neb., to stations in Neb., Wyo., and S. D., effective Dec. 1.

A. T. & S. F. in Sup. 13 to 5,702-D quotes rates on broom corn, beans, pop corn, seeds in carloads between points in Kas., Colo., Okla., Neb., and Mo., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kas., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., and St. Paul, Minn., effective Dec. 1.

Mo. Pac. quotes a rate of 19½c on wheat from Minneapolis and St. Paul, Minn.; to Aullville, Concordia, Confederate Home, Emma, Gaffin, Georgetown, Halls, Higginsville, Houstonia, Hughesville, Levasy and Lexington, Mo., 19c to Centerview, Dresden, Holden, Knobnoster and Lamonte, Mo., and 20c to Cole Camp, Mo.; also a proportional rate of 13c on wheat from Kansas City, Mo.; to Sioux Falls, S. D., effective Dec. 1.

Mo. Pac. quotes an export rate of 20½c on wheat and 19½c on corn, oats, rye and barley from East St. Louis, Ill., and St. Louis, Mo.; to Galveston and Texas City, Tex.; also a proportional export rate of 13½c on wheat and 12½c on corn, oats, rye and barley from East St. Louis, Ill., St. Louis and Carondelet, Mo.; to Gretna and New Orleans, La. (when for export to all countries except Asia, Africa and Europe) and a rate of 11½c on wheat, corn, oats, rye and barley from and to same points (when for export to Asia, Africa and Europe), effective Dec. 1.

Hosmer, agt. Ill. Cent., C. M. & St. P. and other lines quotes a rate of 18½c on corn, oats, rye and barley from La Rose, Leeds Ancona, Caton, Benson, Dana, Moon, Long Point, Minonk, Roanoke, Streator and Toluca, Ill.; to Gretna and New Orleans, La.; 17½c from Eureka, Groveland, Crandall, Cooper, Washington and Morton, Ill.; to same points; also the following export rates on grain products from La Crosse, Wis., Minneapolis, Red Wing, Stillwater, St. Paul and Winona, Minn.; 18½c to Baltimore, Md.; 19½c to Montreal, Quebec City, Que. and Philadelphia, Pa.; and 21½c to Boston, Mass., New York, N. Y., Portland, Me. and Providence, R. I.

Penna. quotes an ex-lake export rate of 6c on wheat and flaxseed, 5½c on rye, 5½c on corn and barley, and 4c on oats from Erie, Pa., to New York, N. Y.; also from Buffalo, N. Y.; to New York, N. Y., including lighterage within free lighterage limits of New York Harbor; 5.7c on wheat and flaxseed, 5.45c on rye, 4.95c on corn, 3.8c on oats, and 5½c on barley from Erie, Pa., and Buffalo, N. Y.; to Baltimore, Md., and Philadelphia, Pa., effective Dec. 1.

Mo. Pac. quotes a rate of 13c on wheat and 12c on corn from Kansas City, Independence, St. Joseph, Mo., Atchison and Leavenworth, Kan.; to Leeds, Sioux City, Sibley, Ia., Minneapolis, Mendota, Mountain Lake, St. James, Worthington, Windom, Stillwater and other stations in Minn. and 18c on wheat and 17c on corn from same points; to Duluth, Itasca, Minn. and Superior, Wis.; also a rate of 12c on wheat and 11c on corn from Nebraska City, Neb.; to Hudson, Wis., Minneapolis, St. Paul and Stillwater, Minn., effective Dec. 1.

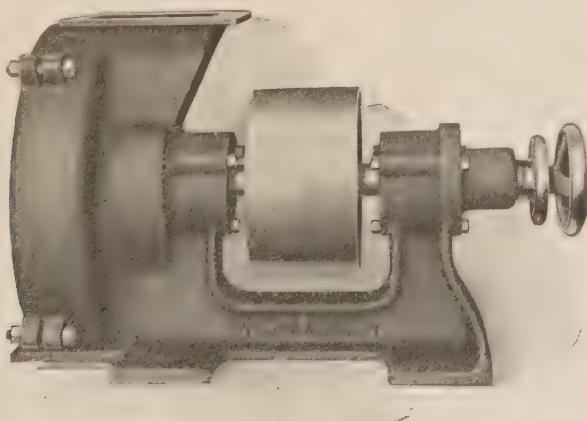
A New Middlings Mill.

While opportunities for improvement in milling machinery are by no means so numerous as they were a few years ago, a valuable agent for the reduction, granulation and disintegration of middlings has recently been introduced as the Monarch Ball Bearing Middlings Mill.

This machine, which is shown in the engraving, is used after the first reduction on the smooth rolls and for substitution for and alternation with the rolls in subsequent operations. This mill has its proper place according to the length of the system at every point where it is found to be impossible to make further roll reductions without excessively flattening the stock. In this or these positions the Monarch can be used either for grinding or disintegration, and will put the material in the proper condition for further roll reduction. In addition to this, the new middlings mill has been found to be of very great service as a disintegrator in properly finishing the feed at the end of the system.

In construction as well as efficiency the Monarch Middlings Mill is first class and up-to-date, in every respect. The ball bearings are dust proof, require only occasional lubrication.

It has been estimated by the inventors that this mill which is made in four sizes, with capacities equal respectively to the surface of a pair of 6x20, 7x20, 9x24 and 9x36-inch rolls will save its purchase price in a period of three months, thru the increased yield, and savings in power, lubricant, etc. Additional information will be given on application to the manufacturers, Sprout, Waldron & Co.



New Middlings Mill.

Crop Improvement.

THE WEST CENTRAL Minn. Development Ass'n will meet at Benson, Minn., Nov. 26, 27 and 28. Grain from 16 counties of the state will be exhibited, compared and analyzed in an endeavor to improve the condition of future crops.

THE UNITED STATES Brewers' Ass'n held its annual meeting at New Orleans Nov. 20 and one of the chief items of interest was the Crop Improvement Com'ite's exhibition of barley. Bert Ball, sec'y of the com'ite, was on hand to take charge of the exhibit and was kept busy explaining the 200 varieties of barley shown from the central states and the 300 varieties of California barley. Most of the grain shown was the product of experimental farms.

MANY COMPLAINTS have come to the office of the Crop Improvement Com'ite, Chicago, about wild onion seed in wheat. The territory troubled in this manner extends from the Atlantic coast west to the Mississippi River and from the central part of Georgia north to central Illinois. The wild onion in the field closely resembles wheat and if threshed with it, when milled forms a gum. Even when this gum is removed after a tedious task, the flour retains a disagreeable taste. Bert Ball, sec'y of the com'ite, is trying to find a remedy or a prevention of similar mixtures in the future.

GOOD SEED and good cultivation for corn is urged by the Quaker Oats Co. upon the farmers of Iowa. Iowa can raise very good white corn and seed corn should be selected now for spring planting. White milling corn must be fully 98% straight white corn and reasonably free from any cob—rotten, damaged and amber colored corn. Much of the so-called white corn the company receives at Cedar Rapids from Iowa stations is of poor quality mixed with yellow and calico corn and unsuitable for milling, such corn being ground for feed purposes, which places it in direct competition with ordinary mixed corn. The important points in producing white corn are color and quality. Choice quality means good yields and good prices. Bids during the past year for white milling corn averaged 2c per bu. over the same grade of yellow corn and, at one time, were 5½c per bu. higher than yellow corn. These prices were for good white milling corn. Good seed and good cultivation will mean better crops and better quality. This should be brought to the attention of farmers and the facts given publicity.

TO DISCOURAGE COTTON growing the bankers and merchants of Eufaula, Okla., recently purchased a carload of wheat seed, which they distributed among the farmers of the vicinity at cost. The instigators of the plan will no doubt be well repaid, as the more profitable a farmer's crop the more money he has to distribute in his community. A little similar foresight in other sections would assist materially in obtaining a freer circulation of currency.

CONTROL of certain barley diseases has been found possible by A. G. Johnson in Abs. in Pythopathology, 4, No. 1 Dep't Agriculture. Where the seed was given the modified hot water treatment the two smuts were perfectly controlled and the stripe disease reduced to less than 1%. Where the formalin treatment was used, that is where the seed was soaked in a solution of 1 lb. formalin to 40 gal. of water, the covered smut was controlled and the loose smut reduced to a bare trace.

Supreme Court Decisions

Sale of Attached Crop.—Where the owner of an attached wheat crop agreed that it should be harvested, and marketed, the expenses paid, and the balance held until the rights of the parties were adjudicated, she could not recover treble damages therefor as for trespass.—*Tuttle v. Bell*. Supreme Court of Kansas. 142 Pac. 940.

Implied Warranty.—In contracts for the sale of personal property, as between dealers, there is no implied warranty as to quality, but there is an implied warranty that the goods shall be salable; it being the seller's duty to furnish property in compliance with the contract of sale.—*Ashford v. H. C. Schrader Co.* Supreme Court of North Carolina. 83 S. E. 29.

Agent's Authority to Change Destination.—An agent authorized to sell in car load lots on certain prescribed conditions only, one of which is that all deliveries shall be made f. o. b. cars at the seaboard, cannot bind his principal by contracting with a buyer, who has knowledge of the conditions, to deliver elsewhere.—*Fruit Dispatch Co. v. Ellis*. Supreme Court of Appeals of West Virginia. 83 S. E. 187.

Liability of Railroad Co. for Fire.—The proviso of Burns' Ann. St. 1914, § 5525a, that the burden of proof of contributory negligence is upon the railroad company in an action for damages caused by fire, if not within the title, does not render the entire act void under Const. art. 4, § 19, requiring the subject of the statute to be expressed in the title, since the act would be complete, sensible, and capable of execution with that proviso eliminated.—*P., C., C. & St. L. Ry. Co. v. Chappell*. Supreme Court of Indiana. 106 N. E. 403.

Title to Proceeds of Draft.—A bank acquiring in due course of business a draft for the price of goods, with B/L attached, is the owner thereof, and of the proceeds on the draft being paid, and the proceeds in the possession of another bank collecting the draft cannot be attached as the property of the seller, but, where the bank merely took the draft and B/L as a collecting agent, it acquires no property right in the proceeds.—*Elm City Lumber Co. v. Childerhouse & Pratt*. Supreme Court of North Carolina. 83 S. E. 22.

Basing Freight Rates on Valuation.—Where an interstate carrier has filed rates graduated in accordance with the value of the property shipped, and has filed its tariffs showing two rates applicable to a particular commodity or class of articles based on a difference in valuation, the shipper is charged with notice thereof, and his valuation automatically determines the rate, though his attention has not been specifically called to it by the carrier's agent.—*Robinson v. L. & N. R. R. Co.* Court of Appeals of Kentucky. 169 S. W. 831.

Review of Interstate Commerce Commission Order.—On an investigation into the reasonableness of rates by the Interstate Commerce Commission, if upon the facts found its conclusion therefrom plainly involves an error of law, as where it rests under the undisputed facts upon an erroneous construction of the act to regulate commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), an order made by the Commission, based on such error of law, is subject to judicial review; but the question of the reasonableness of a rate is one of fact, and the conclusion of fact of the Commission that a given rate is reasonable or unreasonable will not be reviewed on the weight of the evidence, unless either there is no substantial evidence supporting such conclusion or it is contrary to the indisputable character of the evidence.—*L. & N. R. R. Co. v. United States*. U. S. District Court, Tennessee. 216 Fed. 672.

Rights of Consignor.—A consignor of goods which had been loaded, and for which a B/L had been issued to his agent as consignee, before any new interest had intervened, and subject to the carrier's claim for full freight, had the right to cancel the contract of shipment, and to require a re-delivery at the point of shipment, or at any reasonable point short of the original destination, if it could be made without too great expense or inconvenience to the carrier.—*Texas Midland R. R. Co. v. Harrington*. Court of Civil Appeals of Texas. 169 S. W. 925.

Initial Carrier Liable.—The Carmack amendment to the Hepburn Act, approved June 29, 1906 (34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), c. 3591, § 7, pars. 11, 12, declaring that every railroad company receiving property for transportation from one state to another shall issue a receipt therefor, and shall be liable for any loss caused to it by any carrier to which the property may be delivered or over whose lines it may pass, makes an initial carrier liable for delay by a connecting carrier, tho the B/L otherwise provided.—*Southern Pac. R. Co. v. A. J. Lyon & Co.* Supreme Court of Mississippi. 66 South. 203.

Face of Drafts the Measure of Damages.—The measure of damages for the act of a bank to which drafts were sent for collection in detaching the attached B/L and attaching them to other drafts drawn by the consignee enabling the consignee's creditors to attach and sell the shipment was *prima facie* the face of the drafts which represented to the bank's knowledge the contract amount payable by the consignee. Limitations would not run against the right of action of a bank which received drafts for collection against another bank to which it forwarded them and which detached the attached B/L and attached them to others drawn by the consignee until it paid the judgment recovered against it by the drawer.—*Collin County Nat. Bank v. Turner*. Court of Civil Appeals of Texas. 167 S. W. 165.

Seller not Bound by Chemical Tests not Specified in Contract.—On an issue whether hops complied with a contract requiring them to be of first quality, of sound condition, good and even color, fully matured, but not overripe, flaky, cleanly picked, properly dried and cured, free from sweepings and other foreign matter, not affected by sprayer vermin damage, and not the product of a first year's planting, the testimony of a chemist as to the amount of resin in the hops and its effect on the supposed brewing value was incompetent and irrelevant. [Judgment in favor of the buyer was reversed in this case because the buyer introduced too much evidence. Buyer proved the hops were unsound, but went further and presented chemical analysis showing exact percentages of moisture, resin and stems.]—*Netter v. Edmonson*. Supreme Court of Oregon. 143 Pac. 636.

Penalty for Delay in Settling Claim.—Revisal 1905, § 2634, as amended by Laws 1911, c. 139, providing that every claim for loss or damage to property while in the possession of a common carrier shall be adjusted and paid within 90 days, in the case of shipments within the state, and within four months in case of shipments from without the state, after filing of the claim, and that failure to adjust and pay such claim within the period prescribed shall subject the carrier to a penalty of \$50, was superseded and rendered inoperative as to an interstate shipment by a rule adopted by the Interstate Commerce Commission on July 24, 1913, effective February 1, 1914, providing that, in the event of a claim against a carrier being made in writing, the company shall immediately acknowledge its receipt and within six months notify the claimant of the disposition made thereof, though under the statute the right to a penalty would have accrued before Feb. 1, 1914, but after the adoption of the rule.—*Morphis v. Southern Express Co.* Supreme Court of North Carolina. 83 S. E. 1.

"S. L. & C."—Where a B/L for a car shipment of cotton seed meal, showed on its face a memorandum "S. L. & C." meaning that the bags were loaded and counted only by the consignor, and the car then sealed by the initial carrier, the initial carrier is not, as against a purchaser of the meal, who paid a draft for the purchase price with the B/L attached, estopped to deny that the car never contained the number of bags recited in the bill, although the bill is *prima facie* evidence of that fact.—*Palmetto Fertilizer Co. v. Columbia, N. & L. Ry. Co.* Supreme Court of South Carolina. 83 S. E. 37.

Void Exemption of Carrier from Liability.—Where a contract for the transportation of an interstate shipment was made with the initial carrier, stipulations of a contract, made by an intermediate carrier while the shipment was in the course of transportation, purporting to exempt the carriers from liability unless the shippers should file a claim for damages within 30 days after the happening of the injuries complained of, being violative of Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), as amended by Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1911, p. 1307), restricting a carrier's right to exempt itself from liability, were not enforceable.—*M. K. & T. Ry. Co. v. Ward*. Court of Civil Appeals of Texas. 169 S. W. 1035.

Seller Liable for Misrouting.

McGregor Milling & Grain Co., McGregor, Tex., plaintiff, v. Crowell Elevator Co., Omaha, Neb., defendant, before Arbitration Com'ite of Texas Grain Dealers Ass'n.

This case is filed by the McGregor Milling & Grain Co. for loss on account of misrouting of part of a shipment of 5,000 bushels of oats from Omaha, Neb., to McGregor, Tex. The contract called for routing via C. B. & Q. out of Omaha, care of Santa Fe at Kansas City.

The defendant, in making shipments, inserted "care of S. F." at Kansas City. One car of oats was given to the Santa Fe at Kansas City, and the others were given to the Frisco and arrived at McGregor via Cotton Belt, without any transit privileges whatever.

Immediately on arrival of the oats so misrouted, the plaintiff wired the defendant for disposition, having wired several times, and on the failure of the defendant to give the plaintiff disposition, plaintiff sold the oats to a Houston concern; and the com'ite is of the opinion that the oats were sold at their full value, and the amount claimed of \$214.78, the difference between the purchase price and the amount received for the oats, is correct.

The com'ite is also of the opinion that the defendant was not specific in his routing, and as it sold the oats delivered at McGregor on arrival there via Santa Fe, the railroad companies were its agents, and the loss caused by the error in routing is chargeable to the defendant.

Therefore, The Crowell Elevator Co. is hereby ordered to promptly pay to the McGregor Milling & Grain Co. \$214.78, the amount of the claim.

C. R. TERRY,
EUGENE S. BLASDELL,
L. G. BELEW,
Com'ite.

COAL SHOVELS for the wives of its customers are given by the Farmers Grain & Shipping Ass'n of Wilcox, Neb. The shovels are strong and serviceable and bear the Ass'n's name on the handle.

THE OATS SPECULATIVE markets are very much unsettled, which has created a feeling of unsteadiness among the domestic trade, thereby keeping the demand from that source below normal. This fact, however, can quickly adjust itself, as country stocks are now at a point where replenishing will be necessary in the very near future. This should stimulate a demand sufficient to absorb current arrivals and maintain existing values. Any increase in the foreign demand, however, would not be without its effect in advancing premiums.—L. W. Forbell & Co.

Supply Trade

ST. LOUIS, Mo.—The next meeting of the American Scale Men's Ass'n will be held in this city Dec. 7th to the 9th inclusive.

CHICAGO, ILL.—The Burrell Engineering & Constr. Co. report big business in all sections, and are very optimistic over future conditions.

ADVERTISING is the advance agent of satisfaction. It is the good faith of the house and must be as trustworthy and as confidence-begetting as the guarantee that goes with the goods.—W. D. Nesbit.

ST. LOUIS, Mo.—A. C. Brunner, who for a number of years has been associated with the Finton Construction Co., is now connected with B. J. Carrico at Fort Worth, Texas, an elevator builder.

SIDNEY, OHIO—The Philip Smith Mfg. Co. has just issued its catalog No. 26, giving photographs and complete descriptions of the entire Sidney line. This very attractive catalog will be sent to Journal readers upon request.

CHICAGO, ILL.—Hess Warming & Ventilating Co. reports considerable inquiry for moisture testers, corn grading sieves and percentage scales. The inquiry comes this year earlier than usual. Numerous sales have already been entered and filled. With a big stock on hand, the company is ready for all comers. Testers with glass flasks and with hopper flasks are both kept on hand ready for instant delivery.

CHICAGO, ILL.—The meeting of the National Ass'n of Scale Experts will be held in this city Feb. 1, 2, 3, 1915. The arrangements are being made and work has been commenced on the program, which will probably surpass that of previous meetings.

MORE AGENCIES are at work to burden the industries with unfriendly legislation, adverse union labor regulations and harmful rules of various kinds issued by commissions, bureaus and bodies in authority than the manufacturer has ever dreamed of.—Jno. M. Glenn, Sec'y Illinois Mfrs. Ass'n.

MINNEAPOLIS, MINN.—Chas. C. Neale, Minnesota, state scale expert, has recently invented a device for automatically insuring the exact net weight of contents in sacks, whatever the weight of the sack may be. It is installed in some of the larger flour mills in this city, superintendents of which strongly endorse it.

BLOOMINGTON, ILL.—The B. S. Constant Mfg. Co. write that it has much to be thankful for this year. Recent improvements upon both the U. S. Corn Shellers and U. S. Grain Cleaners have brought flattering commendation from all who have seen or used them. It has ready for distribution catalog No. 3, descriptive of its entire line.

MINNEAPOLIS, MINN.—Chas. H. Scott, vice president of the Stroh-Scott Mfg. Co., was instantly killed in an automobile accident Nov. 17. The accident occurred on the outskirts of the city. Mr. Scott and his brother, who was seriously injured, were returning from the former's farm and were hurrying to reach home. The car swerved and pitched over a four-

foot embankment. Chas. H. Scott was thrown clear of the car, but his neck was broken. His brother was pinned under the car which overturned in its descent. Chas. H. Scott was 40 years old and is survived by a widow and three children.

Christmas Seal Season Opens.

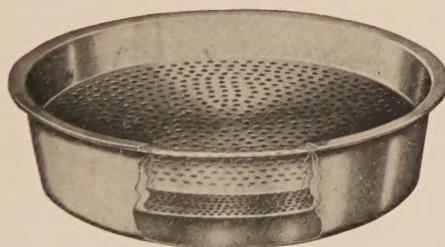
The sale of Red Cross seals, the national emblem in the fight against the dreaded tuberculosis, opens Nov. 30. The little seals will be sold from hundreds of stands in public buildings, stores and theaters from that date until the holidays are over and the Chicago Tuberculosis Institute looks for bigger results than in any previous year. President Wilson has



aided the movement this year with a letter of encouragement and states that he is heartily in accord with the movement. This letter is made part of a circular which is used in the selling campaign.

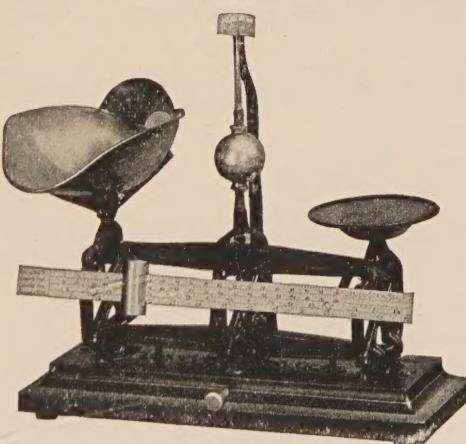
Red Cross seals last year helped to support thousands of needy tuberculosis patients and to give them a chance for life. They provided for many visiting nurses, whose hundreds of thousands of visits brought instruction and cheer to a large number of patients.

HESS
Corn Testing Specialties



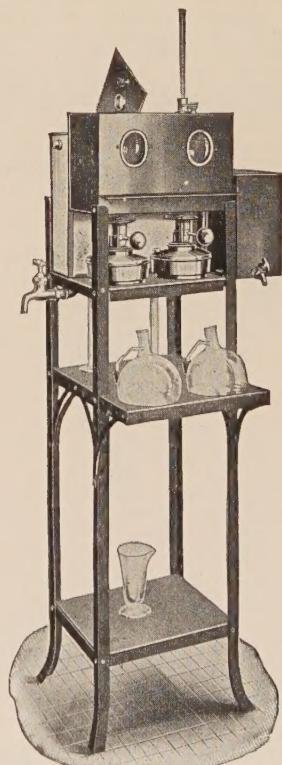
CORN SIEVES

of brass, steel and aluminum; for testing corn for dirt, foreign matter, broken corn, etc., as required by "Federal Corn Grade Rules."



**THE NEW TORSION
PERCENTAGE SCALE**

FOUR SCALES IN ONE. Weighs in grams and ounces. Indicates percentages of dirt, etc., in corn samples. Shows bushel weight of all grains.



The Original Brown - Duvel Moisture Tester (glass flasks). conforms exactly to requirements of the "Federal Corn Grades."

Send for descriptive printed matter of these, also of Hess Grain Driers and OUT-DOOR GRAIN CONDITIONERS.

HESS WARMING & VENTILATING COMPANY
907 TACOMA BUILDING

Ask for Free Copies of Federal Corn Grading Rules
—Placards for walls, Celluloid for pocket use.

Patents Granted

Car-Dcor. No. 1,116,728. (See cut.) Edward Posson, Chicago, Ill. A wall having an opening for door with vertical channels on the door sides; a lip on one side edge, and channels adapted to receive the corresponding side edge of door; spaced clips to crowd the door and lip tightly against the outer walls of channels when door is closed.

Valve for Granular Materials. No. 1,116,741. (See cut.) Wm. H. Roney, Gary, Ind. In a valve for granular materials the combination of a casing providing a ledge, a space being provided between the valve and seat and the casing, thru which space grain may pass; and a plate-like valve member guided between the valve seat and ledge.

Guard for Conveyor Rolls. No. 1,116,737. (See cut.) Axel G. J. Rapp, Chicago, Ill., assignor to Link-Belt Co., Chicago. A shaft in combination with a conveyor roll, upon which roll is mounted; a collar upon end of shaft with outwardly flaring conical flange mounted on collar and projecting therefrom; apex of flange located within end of roll and its base located beyond end of roll.

Machine for Removing Nubbins from Corn Ears. No. 1,116,697. (See cut.) Alfred C. Hansen, Willis, Kas. A machine having a tubular rotary shaft with cut away portions formed adjacent to its ends, these ends being provided with a plurality of outwardly inclined fingers adapted to remove kernels from an ear of corn when this ear is held in path of rotary movement of fingers.

Automatic Weighing Scale. No. 1,117,678. (See cut.) Edward A. Lavo, Chicago, assignor $\frac{1}{2}$ to Harold L. Crown and $\frac{1}{2}$ to Sophus Raaberg, Chicago. The scale consists of frame, scale beam pivoted on frame, double compartment receptacle tiltably mounted on the beam, gates arranged to open and close in connection with the two compartments, and an arm carried by the scale beam. Levers connect this arm with the receptacle, and a spring surrounds valve and abuts handle and block, moving valve outwardly, and limits the distance of reciprocation of the valve and holds it from rotation relatively to the bore.

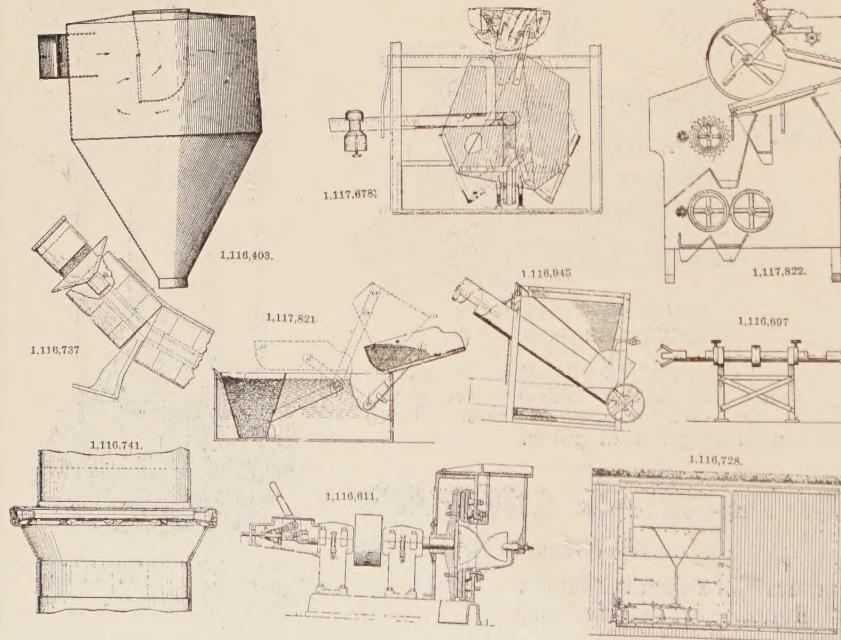
Grain-Smut Cleaner. No. 1,117,821. (See cut.) Oscar J. Erickson and Henry Erickson, Benson, Minn. A box apparatus, or vat, adapted to hold liquid, contains a box sieve pivotally mounted which swings into and out of the vat. A second sieve is adapted to receive the contents of the first sieve. Pivoted means are provided for tilting the second sieve, discharging its contents.

Cotton-seed Huller. No. 1,116,611. (See cut.) Walter D. Nash, Atlanta, Ga., assignor to Atlanta Utility Works, East Point, Ga. A rotatable shaft in combination with a grinding or hulling disk mounted upon that shaft and a second grinding disk co-operating with the first disk; a shaft adjusting member in line with the shaft and connected to shaft by flexible means, and method for allowing the separation of disks.

Centrifugal Separator for Dust Collecting Systems. No. 1,116,403. (See cut.) J. F. Fernoeh and R. L. Baker, Chicago, Ill., assignors to U. S. Steel Tank & Pipe Co., Chicago. A centrifugal dust separator comprising a cylindrical casing with outlet, a conduit communicating with that outlet and located in center of the casing, conduit being rectangular in shape with its inner end closed and an outlet opening in one of its sides.

Grain-Cleaning Machine. No. 1,117,822. (See cut.) Louis A. Etchison, Cana, N. C., assignor of $\frac{1}{2}$ to J. R. Eaton, Cana. Comprises means for separating relatively large particles of foreign matter from grain, with a second means for separating the smaller particles. Between these two separators a hopper conducts the grain and smaller particles away from the first means of separation and a chute conducts the larger particles and foreign matter.

Grain Treating Machine. No. 1,116,945. (See cut.) Cornelius C. Spenst and Lewis Edwin Weeks, Munich, N. D. The machine comprises a supporting frame, a driving shaft journaled transversely of the frame at one end near the bottom, a tubular casing having ends closed and provided at the lower end with extending bearing arms journaled on shaft; a shaft journaled longitudinally of the tubular casing with a driving connection at lower end with the driving shaft. The casing has an opening on the under side and another at the upper end for delivering grain and openings at upper side and lower end for receiving grain, with a hopper delivering to the receiving openings and a valve for controlling the feed from the hopper; and a nozzle for delivering a liquid to the grain as it leaves the hopper.



Insurance Notes.

MISSOURI'S WORKMEN'S COMPENSATION bills have been redrafted by a commission at St. Louis, to include what is best in the legislation of other states.

The Mill Owners' Mutual Fire Ins. Co., Des Moines, Ia., reports that while the insurance in force during 1914 amounted to \$1,000,000 more than in 1913, the losses were \$10,000 below last year's total.

ACCIDENTS caused 67 deaths and 1,380 injuries in grain elevators and mills between Mar. 1, 1912, and Mar. 1, 1914, reports the Millers Mutual Casualty Ins. Co., in its Safety Bulletin No. 4. The bulletin also states the cause from which these accidents occurred and these range from a dust explosion to a needle injury received while sewing sacks. Dust explosions head the list with 117 injuries, and unprotected elevators and conveyors is second with 56.

RUSSIA, BALKAN States and Australia have shipped only three millions this season against 65 millions last. With the Dardanelles closed indefinitely, North America will have to furnish nearly all the world's shipments until the first of the year.—C. A. King & Co.

THE INSURANCE rates on Argentine corn to the United Kingdom have advanced, due, it is said, to the sinking of vessels engaged in the South American trade, by German cruisers. Some time ago the British government refused to guarantee the war risks on Argentine corn.

Elevators Need Protection From Lightning.

The Western Grain Dealers Mutual Fire Insurance Ass'n has issued a letter to policyholders on Protection to Property from Damage by Lightning, which merits careful consideration by all grain elevator owners.

The losses paid each year by this Association for damages to buildings and contents, caused by lightning, made it seem advisable to ascertain whether such losses may be reduced and if so, how much, and by what means. An investigation of the subject resulted in the conclusion that fire losses caused by lightning can be not only lessened, but that they can be very nearly eliminated. If a grain elevator is burned the loss is not all covered by the insurance as some of our members well know from experience. There is the loss of that part of the property in excess of the insurance, besides the loss of business, during the time required to erect another building. So any means employed to lessen the amount to be paid for losses will result in benefit to all policy holders.

The idea is quite prevalent that lightning rods are a delusion and a snare. The facts are against such opinion, provided the rods used are of the proper kinds, and are rightly installed. Note carefully the following statistics:

During the nine years from 1905 to 1913 mutual insurance companies in Iowa paid lightning losses on buildings not rodded, a total of \$406,842.83, while on rodded buildings the total losses by lightning, for the same period, were only \$4,485.80.

The report of the State Fire Marshal of Indiana for 1913, shows that in that state during that year there were 1,006 lightning losses causing damage of \$864,221.00. Of these only three or four total losses occurred on buildings equipped with rods.

The GRAIN DEALERS JOURNAL.

In these instances, where an examination was made, it was found the rods were not properly placed and in one case the rods had been in service thirty years and were out of repair.

Thirty Ohio companies in the year 1911 paid lightning losses on unprotected risks \$29,998.05 and on protected risks, only \$21.51.

Thirty-four Pennsylvania companies in the same year, paid lightning losses on unprotected risks \$77,166.30, and on protected risks, only \$116.80.

In Wisconsin all insurance companies in the first half of 1913 paid lightning losses on unprotected risks \$334,080.00; on protected risks, \$4,105.00. The \$4,105.00 was paid for three losses, two of which had very old and defective rods, the third was set on fire from an unprotected building that was struck by lightning.

The Illinois State Fire Marshal in Bulletin No. 6, 1914, says: The losses caused by lightning in Illinois during 1913, amounted to more than \$1,000,000.00, and that of the 419 lightning fires reported to his department for that year, not one was reported in a building that was properly rodded. He also says: It is the unanimous opinion of fire marshals of the United States, based upon fire reports, that lightning rods prevent lightning fires, and that undoubtedly the best material to be employed is pure copper cable.

An Indiana insurance company carrying \$4,000,000.00 insurance, states that since 1898 it has not lost a rodded building by lightning and has paid only three small losses on rodded buildings.

Considering the great losses caused by lightning on buildings not protected by rods and the correspondingly small losses on protected buildings, and the further fact that most grain elevators are so much higher than other objects near them, making them an attractive mark for lightning, this question naturally follows, Can the owner of a grain elevator afford to run the risk of his elevator being struck by lightning, because of it not being rodded?

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 For rates, etc., address
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INCORPORATED 1877

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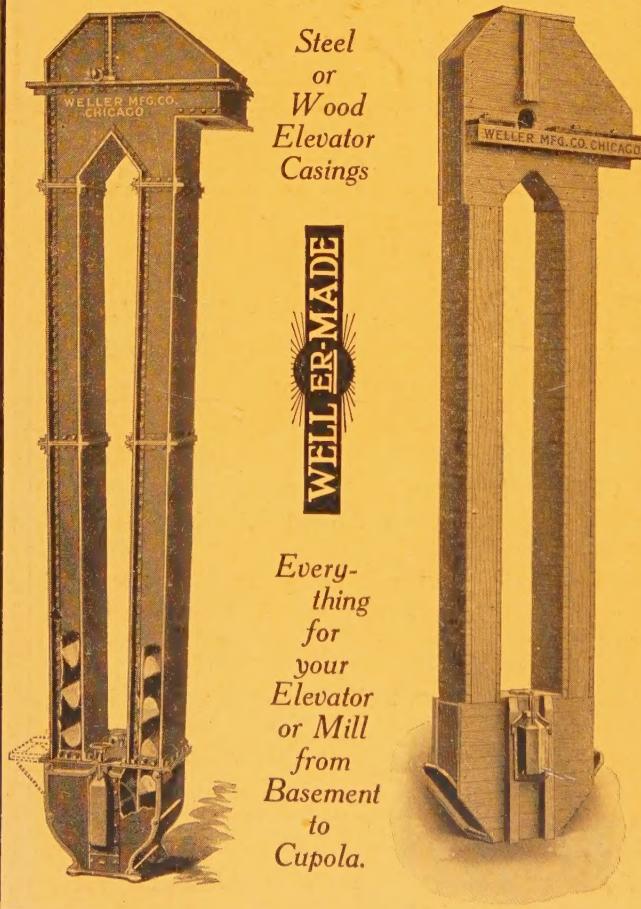
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